

Navy News

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Trials and triumphs of the pioneers

Submarine century

Part 1 inside

COMMANDO UNITS TO BE RESHAPED

Royal Marines face biggest shake-up for almost 50 years

BRITAIN'S three Royal Marines Commando units are undergoing the first major change in their structure for almost half a century.

The changes, including the introduction of a fourth fighting company in each Commando, as well as Logistic Support and Command Companies, will have a profound effect on the way in which all Royal Marines deliver combat power in operational units.

Under the title 'Commando 21' – with a specially designed logo to match – the reorganisation is the result of a three-year study in the light of lessons learned from previous operations and taking in operational analysis by the Defence Evaluation and Research Agency.

The scheme was completed in close consultation with the Infantry Directorate which has conducted similar studies of the infantry battle group. Its introduction is being matched by a range of new equipment which has either already entered service or soon will.

Present structure of the Commandos and other light

infantry units is based on their primary use to conduct positional defence on key terrain while armoured formations and tactical air power strike the decisive blow.

But since the end of the Cold War changes in global security and Government policy have led to the use of British Forces on operations for which originally they were not designed.

Increasing pressure on the way the Royal Marines do their business has come with recent developments in doctrine, an increasing commitment to peace-support operations and a growing emphasis on force protection.

In response, the Naval Service has developed the concept of 'Maritime Contribution to Joint Operations' intended to harness the characteristics and capabilities of Britain's maritime forces to support a land campaign.

That doctrine is manifest in the Amphibious Ready Group which is capable of expeditionary operations, and whose most recent use was in Sierra Leone in November.

The Commandos' new Command Company will be responsible for command, control,



communications, computation, intelligence, surveillance, reconnaissance – known in the business as C4ISR.

The Logistic Support Company will manage administrative and logistic activity, while the creation of a fourth fighting company will give each Commando two close-

■ Turn to page 2

West Africa mission at the double

THIS RARE shot by LA(PHOT) Darren Casey is bound to induce a double-take. It shows tanker RFA Bayleaf topping-up her sister-ship, RFA Brambleleaf, to starboard, off Sierra Leone. Bayleaf had been a member of Naval Task Group 2000 and was returning with them from their world voyage when she was redeployed to help out with the Amphibious Ready Group which had been sent to West Africa following a request for help from the United Nations. Both ships arrived home in late November, just two of the many Royal Navy vessels ending long deployments before Christmas (see our centre pages).

Mark wins bravery award for bomb feat

NAVY explosives expert CPO(D) Mark Holroyd has been awarded the Queen's Commendation for Bravery for leading a four-man team in the "challenging" clearance of a 500lb wartime bomb found on the waterfront in Plymouth.

Chief Holroyd – nicknamed Ollie – and his team manhandled the damaged but unexploded bomb to a safe distance from buildings at Mount Batten in August 1998.

The bomb was found when it was struck by an earth-breaking machine. Had it exploded there, it would have devastated Plymouth's Barbican area and local land-

marks such as the National Marine Aquarium and Cattedown fuel depot.

In addition the discovery had forced the postponement of the British National Fireworks Championship due to be held nearby.

Mark and the team – LS(D) Sid Lawrence, AB(D) Gavin Buffrey and AB(D) Dave Audley – made a wooden slipway to move the bomb without tilting it.

Mark said: "The bomb was in bad condition and explosive was leaking out, which made it more dangerous. The fusing system had been damaged when it hit the ground, which ruled out an option to defuse it where it lay."

After being nursed 10 metres on a rope cradle, the bomb was lifted on to a Land Rover trailer and towed 200m across a building site and down the slipway.

"It took about two hours because we had to fill in the potholes before the Land Rover could inch its way along," said Mark.

They then put an inflatable bag around the bomb and took it about half a mile out to sea and outside Plymouth Sound before detonating it.

Mark, who has since left the Navy to run his own marquee company, was presented with the award on December 7 by the Flag Officer Surface Flotilla, Rear Admiral Ian Forbes.



● CPO Mark Holroyd – led 'challenging' bomb clearance.

£40m bill to bring radar up to scratch

WARSHIP radar which entered service with the Royal Navy in the 1990s cost the Ministry of Defence an additional £40 million to bring it up to requirements after its acceptance.

Plessey's air and surface Radar 996 which equips aircraft carriers, Type 42 destroyers and Type 23 frigates accounted for two-thirds of the £60 million additional cost incurred by MOD in bringing equipment up to standard after delivery in 1993-98.

The overspend was highlighted by the Commons Public Accounts Committee in a report which examined how well the Ministry accepted equipment off-contract and into service.

The committee's report said MOD had "ignored the contractor's advice on programmes such as Radar 996, with adverse cost and operational results". The report also pointed out that the replenishment ship RFA Fort Victoria was completed with 6,500 defects that had to be put right, the guarantee period for the vessel expiring by the time the work had been completed.

But Defence Procurement Minister Baroness Symons has rejected the committee's criticism that MOD regarded the wasted money as acceptable.

The £60 million was a tiny percentage of the cost of the projects examined by the committee, she said. Two-thirds of it came on just one project – Radar 996. "But it is still £60 million too much, and money that could have been better spent."

She said the report examined projects that entered service before the introduction of a system designed to prevent that sort of waste.

She said: "At that time there were two separate processes – one for accepting equipment from contractors, and one for accepting it into service. Now, under a new system of Smart Acceptance, we are drawing these processes closer together and specifying right at the start the standard of equipment we expect to receive."

Speaking of another report – by the National Audit Office which pointed to delays in equipment entering service – Baroness Symons said MOD would work hard to improve its performance in that area.

She said most of the reported delays were not new – nearly two-thirds of them were on projects that had either entered service or been cancelled, and one quarter of them being previously reported delays on current projects.

"But I do expect Smart Procurement – which we are sustaining and reinforcing throughout our acquisition community under the title of Smart Acquisition – to cut delays in the years to come," she said.

Survey ship in rescue of 9 as ferry goes down

SURVEY ship HMS Herald helped rescue nine crew members when a Cypriot ferry sank 79 miles south of the island.

Herald, deployed in the Mediterranean until spring, took part in the joint operation in December with the Cyprus Police and the RAF.

The plight of the ferry Royal Prince, which fortunately had no passengers on board, was discovered when Herald spotted distress flares in the early hours of December 13. Following that, she received a mayday call from the 35-metre long vessel which had lost power when her engine-room flooded in heavy seas.

The conditions did not permit the survey ship to launch her seaboat, but she stood by the stricken ferry, reporting developments to the Rescue Co-ordination Centre at Episkopi, Cyprus.

At first light an RAF Wessex helicopter from Akrotiri and a Cyprus Police helicopter were dispatched. By that time the ferry crew had taken to life rafts, but five minutes before the aircraft arrived they were washed into the sea.

The helicopters winched all nine to safety, the five rescued by the Wessex being transferred to the Herald, whose doctor, Surgeon Lt Cdr Mike Tennant, treated them for mild hypothermia.

HMS Kent stands by stricken cargo ship

A MAYDAY call from a cargo ferry that had lost power in 20ft seas off Dorset was answered by the Type 23 frigate HMS Kent conducting night-time weapons trials.

The 17,000-tonne merchant ship Britta Oden, carrying cars from Southampton to Spain, had suffered engine failure on the night of November 21-22 and was rolling badly in a gale 30 miles from land.

Help also came from Weymouth and Alderney lifeboats and a rescue helicopter from RAF Chivenor. The Kent stood by in case the 16-man crew had to abandon ship, but after several hours and many attempts to get a line on board the stricken vessel, the tug Anglian Earl took the vessel under tow to Southampton.

■ The "superb organisation" at RN air station Culdrose in handling rescued survivors led to an RAF search and rescue helicopter landing the 13-man crew of a Spanish fishing vessel there.

The trawler got into trouble in appalling conditions 200 miles south-west of the Scillies. Winchman was POACMN Alan Mullins, on exchange with the RAF. Conditions were so bad he could not be winched down, but the rescuers managed to get a line to the vessel to winch up the crew in the rescue strop.

New breed of patrol vessels in the pipeline

A NEW breed of offshore patrol vessels to be manned by the Royal Navy are on the horizon.

The Ministry of Defence has invited shipbuilders, ship repairers and marine service companies to tender for the supply of the vessels using novel, cost-cutting procurement methods.

The proposed Future Offshore Patrol Vessel will replace the Navy's Island-class ships used for fishery protection on behalf of the Ministry of Agriculture, Fisheries and Food.

Island-class ships, five of which are currently in service with the Fishery Protection Squadron, were designed and built in the 1970s largely as a result of the Navy's experiences in the Cod Wars with Iceland.

The ships resemble deep-water trawlers and were designed to match the manoeuvrability and sea-keeping qualities of the vessels they would be expected to deal with.

MOD says the new ships will be acquired through a partnering arrangement with industry, and that it is seeking innovative means for providing the service in the most cost-effective

and responsive manner.

Once in service, it is expected that running costs will also be reduced compared with those of the Island class.

Minister of Defence Procurement, Baroness Symons, said that Smart Acquisition meant that MOD was constantly looking for new and better ways of obtaining equipment for the Armed Forces.

And Fisheries Minister Elloit Morley said effective enforcement of fisheries legislation was crucial in conserving fish stocks and ensuring a long-term future for the industry.

Grafton ends NATO duty



● Type 23 frigate HMS Grafton returns to Portsmouth on December 8 after completing duty with NATO's Standing Naval Force Atlantic. The final stages of her five-month commitment brought exercises with the Spanish and French navies and visits to Brest and Santander. At Brest the outgoing Commanding Officer, Cdr Bob Sanguinetti, presented 51 NATO Medals to members of the ship's company earned during her Kosovo deployment in 1999. More on returning ships in pages 21-22

Picture: LA(PHOT) Darren MacDonald

COMMANDO UNITS TO BE RESHAPED



● An artist's impression of one of the two new assault ships that will be used by the restructured Commandos in 2003.

■ From front page

combat companies and two stand-off companies. One stand-off company and the HQ of one close-combat company will have tracked vehicles, while their stand-off counterparts will have wheeled transport.

Overall manpower will be increased in each Commando by only ten – to 692.

New equipment programmes have come together to provide the restructured units with new ships, aircraft, weapons, vehicles and ISTAR – intelligence, surveillance, target acquisition and reconnaissance assets. They will set the way the Royal Marines do their business for the next 20 years.

One of the ships, the helicopter carrier HMS Ocean, is already in service and is seen as having proved its worth, while the new assault ships HMS Albion and

HMS Bulwark are in build and are due to enter service in 2003.

Other new items include the Long Range Rifle, a heavy machine-gun, and the Light Forces Anti-Tank Weapon (LFAT-GW). New vehicles include the Wolf – a Land Rover replacement – and the ATV(P), an armoured all-terrain vehicle which will provide protected mobility.

While detailed work on Commando 21 is still ahead, an initial trial with 40 Commando started in November. By the summer 45 Commando will be reshaped and both units will deploy in their new form with 3 Commando Brigade for the major exercise, Saif Sareea II, in the Middle East.

By early 2003, 42 Commando will have been restructured, and Commando 21 should be implemented throughout 3 Commando Brigade by the summer of that year.

BAe hands £150,000 to Holland I

THE PROJECT to preserve Britain's first submarine, Holland I, is being helped through a £150,000 grant by modern submarine builders BAE Systems.

The RN Submarine Museum at Gosport began work on conserving the salvaged boat seven years ago and is already being helped with a National Lottery grant of £633,500.

Visitors to the museum will be able to see the historic vessel on display again from this spring.



Midshipman Ian takes it easy

SURROUNDED by beautiful girls, Mid Ian Tomlin is in his element – but he wasn't looking so happy when he checked into hospital with a dislocated shoulder.

He still had them swooning at his feet, though. Well, one of them, anyway...

An electronic engineering student at Southampton University, Ian was injured playing rugby for the Navy's Thunderer Squadron there and was whisked off to Southampton General.

BBC TV were filming *City Hospital* and asked to record the resetting of his busted wing. But it took a full five minutes to kick Ian's shoulder back into touch – and it was all too much for camera girl Gemma Woodman, who promptly fainted to the floor!

Ian, propped forward here by Gemma (top left) and the rest of the scrumptious female team of *City Hospital*, is recovering very nicely, thank you. He is expected to be back in the game soon.

Let the MOD take the strain

SERVICE personnel whose travel is disrupted during the current difficulties on the railways may be able to claim compensation from the Ministry of Defence.

Claims should be submitted by travel co-ordinators whenever tickets were purchased and rail companies failed to provide a service during the period of exceptional disruption between October 15 and November 11 last year.

Claims may also be valid for disruption outside that period and will be considered on a case-by-case basis. Also, claims should always be made whenever first-class seats were unavailable for those holding first-class tickets.

Claims must be submitted in the first instance to the rail operating company. Full details are set out in DCI GEN 117/00. If in doubt, contact either your single-service rail representative or Business Travel at the Defence Transport and Movements Agency on Andover Military (94391) 5464.

Hoon: 'An important role to play' Navy links set to strengthen with Russia

NEW naval links with Russia including improved co-operation in search and rescue have been discussed by Defence Minister Geoff Hoon and his Russian counterpart, Marshal Igor Sergeyev.

Marshal Sergeyev was paying the first visit to the UK by a Russian Defence Minister since 1992 when he called to sign a programme of bilateral co-operation for 2001.

This will include a series of high level visits and defence seminars together with further measures to reduce the risk of incidents at sea.

There were also discussions on defence reform and restructuring,

in which the ministers agreed they should share their experiences.

In particular, the UK programme to help retrain retiring Russian officers for civilian life was seen as a great success. The 10,000th student graduated at St Petersburg last month and it is now planned to extend the scheme to 2003.

Mr Hoon said he had had a wide-ranging and cordial talk on a

range of defence issues with Marshal Sergeyev, whom he had previously met at NATO headquarters in Brussels.

"It was a great pleasure to meet Marshal Sergeyev here, as the UK has established mutually beneficial defence relations with Russia," he said.

"Russia has an important role to play in the world and it is in both our countries' interest to work well together."

After their meeting, Mr Hoon and Marshal Sergeyev visited the Imperial War Museum to lay a wreath at the Soviet War Memorial.

Boarders move up

SECOND Sea Lord Vice Admiral Peter Spencer inspects the Royal Hospital School's Guard before opening the new £500,000 Sixth Form Boarding House extension there.

While the number of boarders nationally has halved in the past decade, at the Holbrook, Ipswich school they have risen by 20 per cent.

JACK ET JACQUES

Une Tale de Deux Cités

(Chez Jacques, Montmartre, Paris)

'Phew, gosh et blow moi, Jack – c'était un lucky évocation de Shangri-La, n'est-ce pas?'

'Vous êtes telling moi, Jacques! Quand l'hélicoptère est arrivé, j'ai cru que votre déguisement comme le High Lama would fool nobody!'

'Je n'étais pas persuadé par vous comme Lo-Tsen non plus, Jack... Alors, back to la réalité – j'ai un problème bizarre, et vous êtes mon seul hope!'

'Go on, Jacques – j'attends.'

'J'étais à Londres la semaine dernière, Jack, et j'y ai rencontré une jeune fille dans un night club. J'étais un peu pisset et je l'ai invitée à Paris. Nous avons un rendez-vous à un restaurant en Montmartre ce very soir.'

'Oh très bon, Jacques. Lucky old vous.'

'Mais non! Ma fiancée, elle vient d'arriver avec ses parents!'

'Quel dommage. Mais ce n'est pas ma faute, Jacques. Qu'est-ce que c'est que je peux faire?'

'Changez de place avec moi, Jack – je vous en prie!'

'Quoi? Vous must be joking! Nous ne sommes pas un peu alike!'

'Le restaurant, il est assez sombre, Jack. Et la jeune fille Anglaise, elle est très myope. Avec mon stripey jersey, mon chapeau avec le pompon rouge, et un grand plouf de Hugo Boss vous serez un dead ringer pour moi! Et elle n'est pas très fussy anyway.'

'Yeah? Elle n'est pas une raving beauté, je crois?'

'Elle a une bonne personnalité, Jack.'

'Oh mon Dieu...'

'Do this pour moi, Jack – et je serai grateful pour l'éternité!'

'Mmm... Le restaurant – c'est tout paid for?'

'Oui – absolument!'

'Et l'hôtel – pour après?'

'Er, oui – je suppose.'

'Et les autres dépenses – les tips, taxis etc? Mille francs, peut-être?'

'Salaud! Vous croyez que je suis fabriqué de l'argent?'

'C'est ma dernière proposition, Jacques. OK? Bon. Et vous comprenez bien, j'espère: "Elle est une beaucoup, beaucoup mieux chose que je fais, que j'ai jamais fait".'



Illustrations par TUBB.



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Rating set to return after illness

NAVY rating Dick Barton hopes to be back at work this month – having beaten leukaemia.

Tests in June 1997 revealed that LMEM Barton (36) was suffering from acute myeloblastic leukaemia. Ten months later, after treatment, he returned to work and finished his tiffs' course – but in July 1999, while at sea in HMS Illustrious, the disease returned, and his best chance of survival was a bone marrow transplant.

Through the Anthony Nolan Bone Marrow Trust, an international trawl identified a German man as the best match, and Dick underwent a transplant.

Now, having been given the all-clear, he looks forward to returning to work – and to meeting the anonymous donor.

"I hope to find out who it is in two years time – that is the period I have to wait," said Dick, who lives in Hampshire.

"He is almost part of my family now. I am probably more him than me now, because I have his immune system – and it has changed my blood group; I was an O before, and now I'm a B."

Contracts are placed

PLACING of contracts covering air defence missiles and a friend-or-foe recognition system have been announced.

A £260 million contract for the mid-life update of the Navy's SeaWolf short-range air defence missile system has been awarded to Alenia Marconi Systems, securing more than 1,000 jobs at AMS and its sub-contractors.

Seawolf is fitted to the Navy's Type 22 and Type 23 frigates.

Raytheon Systems has won a £100 million contract for a sophisticated new system allowing UK forces to distinguish between friendly and hostile units.

SIFF (Successor Identification Friend or Foe) will be used by all three Armed Forces, and will eventually be fitted to more than 1,000 different kinds of equipment across 40 types, including warships, submarines, helicopters, missile systems and fighters.

Topmast unveiled

A NEW concept for the management of Royal Navy and Royal Marines personnel has been announced by Armed Forces Minister John Spellar.

Known as TOPMAST (Tomorrow's Personnel Management System), it is intended to alleviate overstretch and bring greater stability for members of the Navy and their families.

End in sight to Ark Royal refit

HMS ARK Royal is approaching the final stages of her refit – just as plans are announced for the start of Invincible's.

The third Navy carrier has been out of the front line since 1994, and was towed to Rosyth for a massive two-and-a-half year special refit.

This will bring her into line with her sisters, who have had work done to

flight decks, hangars and other areas to enable them to operate RAF Harriers and Merlin helicopters.

Changes included the removal of the Sea Dart missile system, installation of new magazines, and creation of more than 1,400 stronger lashing points to secure the heavier aircraft.

She is due to return to Portsmouth at

the end of August, and could rejoin the Fleet in November after a series of work up and sea trials.

Meanwhile, HMS Invincible is expected to enter a period of reduced readiness in April, before entering refit later this year.

She is due to return to operational status in 2003.

Iron Duke meets up with global racers

HMS IRON Duke had a chance meeting with the BT Global Challenge fleet deep in the South Atlantic – and it brought back memories for one of the yachtsmen.

The Portsmouth-based frigate was heading north from Chile to Brazil just as the yachts were going the other way in preparation for rounding Cape Horn.

Manley Hopkinson, skipper of Olympic Group, contacted Cdr Ben Key, Commanding Officer of Iron Duke, saying: "It was a pleasure to see the Navy in these waters."

"It quite took me back to my time in the Andrew. I was a Weapons Engineer with my last ship being HMS Invincible; I left just after completing Orient 92 – good timing, I guess."

The yachts were on the third leg, from Buenos Aires in Argentina to Wellington in New Zealand, and should spend Christmas bashing across the Southern Ocean.

Iron Duke had just completed a transit of the Patagonian Canals following a visit to Chile, and as Navy News went to press she was heading for a short break over the Christmas period in Recife, Brazil.

Her time in Valparaíso, the main naval port in Chile, was the first by a major RN unit in more than two years, and the first since the General Pinochet affair.

Destroyer club

A DINING club for commanding officers of destroyers is seeking members to join the group. The bulk of Destroyer Club members are Type 42 men, with a few Type 82 and County-class drivers, and they meet twice a year, in London (spring) and Portsmouth (autumn). Details from Cdr Paul Cook, DNO AWW, Room 5357, MOD Main Building, Whitehall, London SW1A 2HB.



● HMS Iron Duke in company with BT Global Challenge yacht race entrant Olympic Group in the South Atlantic Ocean.

A number of senior Chilean government and military figures called on the ship, and the presence of the Navy's most senior seagoing officer – COMUKTG Rear Admiral Stephen Meyer –

indicated the UK commitment to improving relations between the UK and Chile, traditionally close allies.

Iron Duke is the current Atlantic Patrol Ship (South), main-

taining a presence off the west coast of Africa and in the South Atlantic.

She is due back in the UK at the end of next month after a six-month deployment.

Liverpool needed off Sierra Leone

A TURN to port instead of starboard was the command as HMS Liverpool returned from deployment in the Mediterranean – putting the destroyer on a short-notice trip to Sierra Leone.

Liverpool carried out both operational patrols and goodwill visits, including calls at Freetown and the Cape Verde Islands, standing in for HMS Iron Duke.

The visit to Mindelo, on Sao Vicente in the Cape Verde Islands, was a rare chance for a UK warship to make its presence felt, and the opportunity was grasped with enthusiasm.

One project saw 16 members of

the ship's company, led by S/Lt Steve Stead and Andy Nicholson, go into the mountains with a party of locals, where in four hours they planted more than 500 saplings in an area of one mile radius, helping replace trees ripped up for firewood in the past ten years.

There were also visits by schools and colleges, as well as the English Language Institute, and a number of sporting fixtures.

After the islands Liverpool was again required as a UK presence off Sierra Leone, before the destroyer headed back north and resumed her course for her home port of Portsmouth.

■ Ship returns – pages 22 and 23.



● A new photographic exhibition presenting a behind-the-scenes view of war has opened at the Royal Marines Museum in Southsea. Entitled 'The Royal Marines Commandos in the Falklands' the exhibition features 28 enlarged images from the museum's huge collection, revealing the preparations, living conditions and bleak terrain – images such as the one above which convey impressions of the campaign. The exhibition runs until September, and is included in the price of admission to the museum – adults £4, OAPs £3, children £2.25 and families £12.

Scott kept busy with support taskings

SURVEY ship HMS Scott has taken a break from her normal duties – but it was far from quiet for the Devonport-based vessel.

A short-notice requirement for her to act as command and support ship for the mine counter-measures force in Exercise Argonaut 2000 saw her return to her home port for a significant conversion package by DML, including the enhancement of her communications system, fuel pumping facilities and storage spaces.

She sailed in September with the Commander Third MCM Squadron, his staff, and elements of Fleet Support Unit 02 staff embarked.

After work-up exercises with HM ships Middleton, Sandown, Penzance and Pembroke while on passage to the Mediterranean, the group arrived in the Aegean to take part in NATO Exercise Destined Glory 2000, for which she had 96 people on board – 52 more than her on-watch ship's company of 44.

The group then headed, via Istanbul, to the bilateral UK/Turkish Exercise Lt Cdr Acton, named by the Turks in honour of Lt Cdr Jim Acton, who died in the 1999 Turkish earthquakes.

Having shed her MCM staff and equipment during a short stand-off in Cyprus, Scott is now back surveying in the Indian Ocean.

Roll of honour

THE DUKE of Edinburgh has unveiled a roll of honour commemorating the 6,200 members of the RN Volunteer Reserve and the Dominion and Colonial Naval Volunteer Reserve forces who died for the Allied cause in the Second World War.

The record, made possible by the WAVE Heritage Trust, can be viewed at the Naval Club, 38, Hill Street, Mayfair, London, W1J 5NS, by appointment.

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New use for shell case

HMS GLOUCESTER had the brass to present the Duchess of Gloucester with an unusual gift – a 4.5in shell case from the ship's gun.

The brass case, decorated with the Type 42 destroyer's badge, was presented to the Duchess during her visit to see the ship she launched almost exactly 18 years before.

Intended for use as an umbrella stand, Her Royal Highness told Gloucester's Commanding Officer, Cdr David Heley, that she had quite another plan in store for the gift – as a tennis-racket stand for her and the Duke.

During a tour of the destroyer, alongside at Portsmouth, she met members of the ship's company and presented medals for 15 years service to Lt Julie Love and S/Lt Darren Collins.

After work-up and sea training, the Gloucester is due to deploy to the Far East for seven months.



Dasher helps tutor students

HMS DASHER is a small craft with a big history behind her.

The Archer-class craft – the class is also known as the P2000s – is part of the 16-strong First Patrol Boat Squadron, with a primary role of training Bristol University Royal Navy Unit (URNU) students, covering the universities of Bristol, Bath and West of England.

The Portsmouth-based craft spends around 115 days of the year in URNU-associated business, designed to give undergraduates a good look at the Navy and its role – and although not directly linked to recruitment, around a third of Bristol URNU students go on to enter the Navy through Dartmouth.

Around 60 students take it in turns to go to sea in Dasher most weekends and deploy with the ship at Easter, in the summer and the autumn.

These deployments, to UK and foreign ports – in recent years P2000s have been seen in Spain, France, North Sea countries and the Baltic – are part of what one member of the ship's company, Executive Officer CPO Mark Mortimer,

described as 'the Heineken effect' – reaching the parts other RN ships cannot.

Dasher and her sisters have every right to fly the White Ensign on behalf of the Navy overseas – despite her diminutive size, basic procedures on board Dasher are no different to those on board a frigate, destroyer or carrier.

Archer-class craft have just one officer, a commanding officer of lieutenant rank – in the case of Dasher, Lt Dean Bassett.

With two senior rates and two junior rates completing the ship's company, there is still room for more than a dozen students to climb on board and experience life in the Royal Navy – the craft can accommodate 12 people overnight.

While at sea, students can practise skills such as navigation and seamanship, while instruction is also given in engineering, firefighting, dam-

age control and boat-handling, using the ship's Gemini boat.

Dasher is the fifth ship to bear the name, with the first – an 18-gun sloop – putting in an appearance in 1797.

The Bermudan-built vessel was a convict hulk by 1832, and was broken up in 1838, having earned the first of the name's Battle Honours.

The second Dasher, a Chatham paddle wheeler taken up from trade, served as Channel Islands Guardship – and, by coincidence, the great grandfather of the current Dasher's Executive Officer, CPO Mortimer, joined the Navy in St Helier in 1867 – on board the second Dasher.

The third Dasher was an early torpedo boat destroyer, built by Yarrow in 1894, and sold for scrap in 1912.

The fourth was an 8,200-ton escort carrier which joined the Royal Navy under the lend-lease scheme.

Converted from a merchant ship in the USA, and equipped with a timber flight deck, she began operating under the White Ensign in the summer of 1942.

She took part in North Atlantic and Russian Convoys, and



● Archer-class patrol vessel HMS Dasher.

Operation Torch – the invasion of North West Africa, winning three Battle Honours.

But on March 27, 1943, she was lost in the Clyde estuary when aviation fuel exploded, although there has been much speculation about the cause, from a plane crash-landing, to

a daring submarine attack, sabotage, or a carelessly-discarded cigarette.

Whatever the cause, the ship sank in less than ten minutes with the loss of 379 men. A memorial to the carrier and those who died in her was created in Ardrossan in 1993.



● HMS Dasher in early 1943, only weeks before she sank.

Facts and figures

Class: Archer-class patrol craft
Pennant number: P280
Builder: GRP hull by Watercraft, Shoreham; completed by Vosper Thornycroft, Hythe
Completed: May, 1988
Commissioned: June 8, 1988
Displacement: 49 tons
Length: 20.8 metres
Beam: 5.8 metres
Draught: 1.8 metres
Speed: Up to 24 knots
Complement: Five (one officer, two senior rates, two junior rates); can carry up to 20, with overnight accommodation for 12
Main machinery: Two Rolls-Royce Perkins CV 12 diesel engines; two shafts
Radar: Navigation: Racal Decca 1216; I-band
Weapons: Fitted for, but not with, one 20mm gun forward and two general purpose machine guns

BATTLE HONOURS

Java1811
 Atlantic1942
 North Africa1943
 Arctic1943

AIRCRAFT OF THE ROYAL NAVY No 51



● A Felixstowe F. 2A – the Sunderland of World War I – and (below) the less successful F. 3.

Felixstowe F. 2A and F. 3

THE FELIXSTOWE F. 2A was the Sunderland of World War I, and though it did not enter service until late in 1917, its six to nine-hour endurance and heavy armament made it the mainstay of Britain's long-range anti-submarine and anti-Zeppelin patrols.

The brainchild of flying-boat pioneer John Porte, it was the forerunner of a generation of seaplane designs over the next 20 years. Like the Sunderland in World War II, it could equally be termed 'The Flying Porcupine' by its aerial opponents – of which there were many, generally German seaplanes.

Its armament of up to seven Lewis guns – in bows, waist, rear cockpit and above the pilot's cockpit – made it a formidable adversary. One of its most famous victories came when a formation of three F. 2As and a Curtiss H.16 from Great Yarmouth and Felixstowe encountered 14 enemy seaplanes near the enemy coast. The flying boats shot down six of their opponents, returning with only one casualty on board.

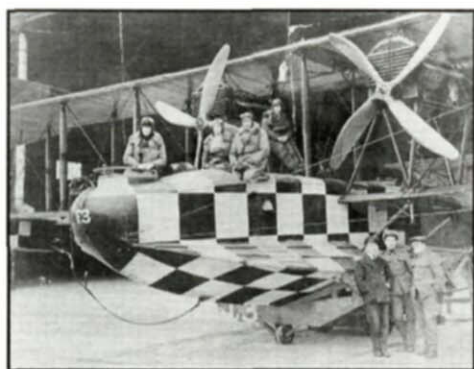
The Felixstowe F. 2A, with a crew of four, was powered by two 345hp Rolls-Royce Eagle VIII engines giving a top speed of about 95mph. It had a service ceiling of 9,600ft and could carry two 230lb bombs.

One variant, the F. 2C was of lighter con-

struction and saw service with the RNAS at Felixstowe.

The main follow-up to the F. 2A was the F. 3 which, although it had a greater range and could carry twice as many bombs, it was slower and less manoeuvrable than its predecessor, making it less of a fighting aircraft. Nevertheless, 263 were ordered – compared with 160 F. 2As.

As well as serving at home, the F. 3 saw action in the Mediterranean, taking part on the Naval attack on Durazzo, Albania, in October 1918.



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Letters



JACK

BY TUE

YOU MADE ANY NEW YEAR RESOLUTIONS?

YEH. ONE

WASSAT?

I'M NOT ACCEPTIN' ANYMORE LIFTS FROM RICH WIDOWS DRIVIN' BIG BMW'S

AWRIGHT—WHAT ABOUT JAGUARS?

THAT'S NEXT YEAR

Just remember: 'It's 'Er Majesty what pays you'

WHAT has happened to the art of saluting, I would like to know? Limp wrists, bent arms and crinkled hands seem to be the way of it nowadays.

The general effect is of the famous lifeboatman searching distant seas for survivors, or the well-known advertisement for Skipper sardines where an ancient salt shades his eyes from sea and wind with a raised but bent hand.

As my old Chief used to say: "Get them arms and wrists in a straight line, fingers out straight. It's 'Er Majesty what pays you, not Skipper bloody sardines."

Thank goodness there is still one man left who knows how to do it properly. Pictures of HRH The Duke of Edinburgh show always a straight hand and arm. Well done, sir. — **E. R. Ayerst**, Burnham-on-Sea, Somerset.

How about free food?

AS PAY 2000 approaches we are told that our pay will be brought more into line with civilian equivalents. Will the same criteria be applied in other fields of remuneration?

Would a civilian company require its personnel to work away from home and then charge them for their food and accommodation?

Also, would any commercial organisation expect its staff to use their own transport for a duty trip and then reimburse them at 22.3p per mile? — **CPOMEA D. Carter**, HMS Raleigh.

Fields not forgotten

RECENTLY a small group of World War II and Korea veterans visited three of the known War Grave Cemeteries in Sri Lanka — Trincomalee, Kandy and Colombo.

In the troubled times in which Sri Lanka finds itself, it is gratifying to know that all three cemeteries are still being kept immaculately — not least Trincomalee, which is about eight miles north of the town, in the war zone and quite difficult to access. — **J. Dixon**, Rossendale, Lancs.

Correction upheld

REGARDING your "Unseen in new guise" article (November) I believe you have made an error.

HMS Unseen was launched on a foggy November morning in 1989 — at Cammell Laird Shipbuilders Ltd, Birkenhead, not at Barrow-in-Furness. She was the first of three Upholder-class boats built at the yard.

As a member of the crew, myself and family were there. — **PO(TSSM) D. Pindar**, HMS Torbay.

Quite right — only the first of class, HMS Upholder, was built at Barrow-in-Furness. — **Ed.**

How Aggie's helped me achieve

IT WAS three years ago when I first heard that there was a college situated at Royal Sailors Rest Devonport — affectionately known as Aggie's. A friend mentioned to me that she was working towards an NVQ in Administration and that childcare facilities were provided.

On attending the Open Day, the courses on offer were exactly what I was looking for and I persuaded two of my friends to sign up as well.

Since that time I have gained qualifications in Text and Word Processing, CLAIT, NVQ 1 in Administration and have even attended a course on emergency life saving.

I am now working towards my NVQ 2, Legal and Audio Processing and CLAIT 2. During this time my youngest child has been well looked after in Aggie's creche — they persevered with him when he started and he now asks to go. Without this facility none of my achievements would have been possible.

I have found all staff at Aggie's friendly and very helpful. Your fellow students become your friends and this gives you a very positive and motivating environment in which to achieve your goals. — **K. Partridge**, Plymouth.

RSR began caring for and supporting the Royal Navy at Devonport nearly 125 years ago.

The next Families Open Day, where people can sign on for computer literacy courses with national qualifications while their children are cared for by the creche staff, will be on January 9, 2001 from 10a.m. to 12p.m. — **Ed.**

Derby in the frame

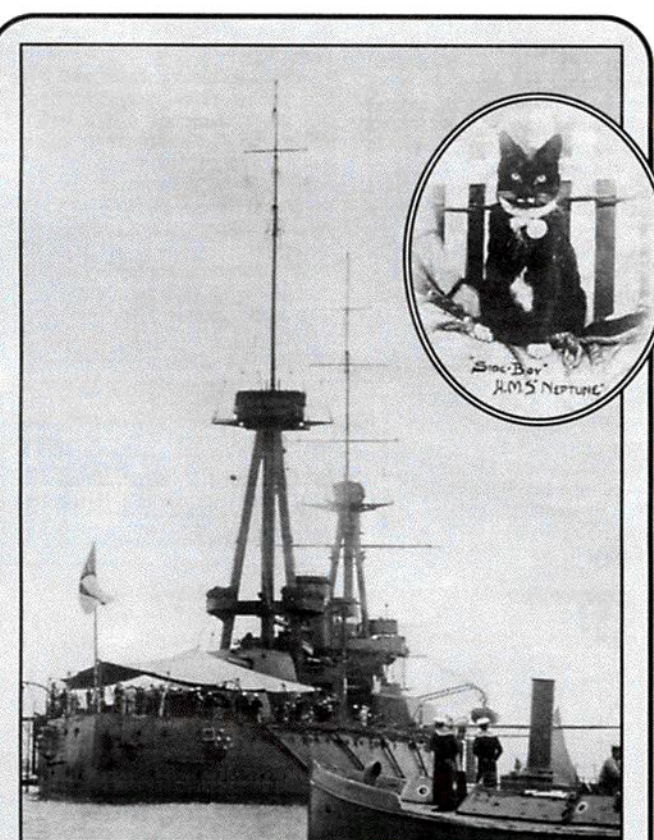
FURTHER to the story of HMS Derby in the November issue, may I mention that there is a superb painting by the late Admiral C. Alexandris, HN, in the Hellenic Maritime Museum in Piraeus which portrays the arrival of the surrendered Italian fleet off the port of Alexandria on September 16, 1943?

In the foreground are two minesweepers, one British (HMS Derby), with the flag of Admiral

Sir Andrew Cunningham, the C-in-C British and Allied Forces Mediterranean, and the other Greek (GYMS Karteria), with that of Admiral Alexandris, C-in-C Hellenic Navy. They are receiving the Italian salute.

The picture is reproduced in full colour in the museum's book on Greek maritime history. The museum could be a worthwhile port of call for Derby people when in Greece who are interested in their Naval namesake. — **John Leins**, Haverfordwest

Shipmate R. Crump of Maidstone RNA writes to dispute Derby branch's claim that HMS Derby once served briefly as Admiral Cunningham's flagship. He says the honour went to HMS Fareham — and sent us a copy of the Egyptian Mail of September 17, 1943 which reported the event. — **Ed.**



Neptune cat call

CAN anyone give me any information about 'Side Boy', the cat mascot of the battleship HMS Neptune during World War I? Also about the four pups born on board in June, 1918? — **A. Dalton**, Glasgow. HMS Neptune is shown at Portland with 'Side Boy' (inset). — **Ed.**

'Worth more than the Crown Jewels'

THE 60TH anniversary of the Jervis Bay action against the German "pocket battleship" Admiral Scheer had a particular poignancy for me.

I always remember those gallant lads on November 5 as I was the convoy signalman who took the last visual signal from her.

It was "Unknown warship approaching. Prepare to scatter convoy." — **J. Burns**, Erskine, Renfrewshire.

Some of the 68 survivors from the Jervis Bay are seen in the Ajax Club, Halifax, Nova Scotia. Her commander, Capt E. S. F. Fogarty Fegen, received a posthumous VC for his sacrificial defence of a convoy of 11 tankers carrying 11,181 tons of petrol — "worth more to Britain than the Crown Jewels", one of the merchant captains said. — **Ed.**



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NATAL EXPLOSION: IT WAS UNSTABLE CORDITE



Letters

Why do I have to pay through the nose to stop smoking?

I HAVE recently given up smoking with the aid of a drug called Zyban which I obtained through a private prescription from my Medical Officer in HMS Raleigh.

The cost to me was £64.78, yet my civilian counterparts can receive Zyban on a NHS prescription, which is not available to me, at a cost of £6. This clearly puts me at a disadvantage.

The Government has stated that Zyban should be available on the NHS to all patients who wish to give up smoking, though some Health Authorities are not at present prescribing Zyban.

However, this is not the case in my area of Cornwall and the Isles of Scilly where Zyban is available on the NHS, yet Service doctors can only give private prescriptions.

In today's Royal Navy fitness tests are compulsory, therefore should we not be encouraging our personnel to achieve a healthier lifestyle? Zyban is a proven method of helping people to stop smoking, yet the cost to the Servicemen coupled with the availability of Duty Free cigarettes does little in the way of encouraging our people to stop smoking. — CPO(SEA) W. Booth, RN School of Seamanship, HMS Raleigh.

Was this 'Frank'?

I THINK I can make a reasonable guess as to the identity of the "Frank" who wrote the letter from HMS Good Hope (December issue).

It seemed likely that the writer was an officer. The August 1914 Navy List shows two officers in her with the Christian name Francis. One officer was an acting sub-lieutenant — hardly likely to be of an age to have a wife and child.

The other, and my bet, was

Francis Charles Searle, a Surgeon RN who, I guess, would rank with a lieutenant.

His seniority was November 5 1909 and this, with the time taken for qualification, would seem about right for his being married with a child.

Added to this is the fact that he had a medical career as a possibility for his son and the fact that the letter was written to a doctor — doctors do tend to be clannish.

The letter mentions the son going to Barts. It would be interesting to know whether an F. C. Searle qualified at Barts before 1910. It would be natural for the father to want his son to go to his old hospital. — G. L. B. Pitt, Old Harlow, Essex.

Good old Bert . . .

THE UNVEILING of Admiral Ramsay's statue (December issue) to which I made a small contribution, took me back to my time in the War Room for D-Day at Southwick House.

I was one of a group of Fleet Air Arm observers who qualified at the start of 1944 and it was decided that our navigational skills (?) could be used to operate the master wall plot.

When things quietened down after the invasion we youngsters compiled a lengthy poem, with each verse referring to our superiors. As you can imagine, most of these were highly libellous — but the Admiral's was quite affectionate. It went:

*Admiral Ramsay's to the fore
He bottles captains by the score*

*But never does us any hurt
And so we call him 'Good old Bert'*

— J. Barnwell, Moseley, Birmingham.

Portrait mystery

LEEDS City Art Gallery has a striking portrait of "Stoker Gill of HMS Exeter".

Dated 1940, it is a pastel drawing by Eric Kennington, who was working as an official war artist.

After the war, much of the Government's collection of official war art was distributed by the War Artists Advisory Committee amongst the public art galleries of Britain. This explains how this portrait comes to be in Leeds. The remainder of the collection is lodged with the Imperial War Museum.

The inclusion of Kennington's "Stoker Gill" in a recent exhibition of portrait drawings has prompted a lot of curiosity, which has proved to be difficult to satisfy. For reasons of privacy only next-of-kin can access the service records of MOD personnel.

The portrait was drawn at Devonport while the Exeter was being repaired and refitted after the damage sustained during the Battle of the River Plate.

Was he still serving in the Exeter when she was sunk in the Battle of the Java Sea in 1942? Did he endure imprisonment by the Japanese? Or was he transferred to another ship or to other duties before she sailed for the Far East? — P. Eyres, Bradford College, Bradford.

THE NATAL story of a mysterious explosion (November issue), linked as it often is to other unexplained naval disasters such as the Bulwark at Sheerness late in 1914 and the Vanguard at Chatham in 1917 intrigued me and I undertook some fairly wide-ranging research.

It soon became clear that a considerable amount of legend had built up around the loss of the Natal.

Stories abounded about a German submarine penetrating the defences of the Cromarty Firth; that the real target was HMS Iron Duke, Jellicoe's flagship; that the culprit was a dockyard worker, later tried secretly and executed; that enemy agents had planted incendiary devices perfected by Kapitän Leutnant Franz von Rintelen, the German spymaster in New York who targeted Allied merchantmen.

The tragic loss of the three children and the nurses was magnified until it became, by implication, a large party of children and nursing staff.

What happened was that on December 30, 1915 the 4th Battle Squadron and the four ships of the 2nd Cruiser Squadron, of which Natal was one, were at anchor together with two hospital ships in the Cromarty Firth.

Natal's Commanding Officer, Capt Eric Back, whose wife and young family had joined him in June, had decided to host a small lunch party for Harry Dods, a former Scottish international rugby player, and his family to repay their hospitality. He also invited two of Natal's officers whose wives had come up to Cromarty.

The group which sat down to lunch consisted of Capt and Mrs Back (but not their two children who had colds), Mr and Mrs Dods with three of their four children, Cdr and Mrs John Hutchings, and Engineer Lt Frank Bennet, whose wife would join the party later.

The Officer of the Watch that afternoon was Lt Dennis Fildes who was joined by Staff Surg Hooper on the quarterdeck.

Together they decided to invite some nursing sisters from the hospital ship Plassey to a film show which would follow Back's lunch party.

A little after 2 o'clock Natal's picket boat arrived and Nursing Sister Olive Rowlett and Reserve Nursing Sisters Caroline Edwards and Elizabeth Elvens of the Queen Alexandra's Royal Naval Nursing Service disembarked with Lt Bennet's wife. They all went below to the wardroom where the ship's newly acquired cine projector would be used for the film show.

At 3.25pm the show was reaching its conclusion when there was a large explosion, probably in the 3pdr magazine, setting the after part of the cruiser ablaze. This was followed within seconds by an even greater explosion as the 9.2in after magazine blew up. A 40ft hole was torn in the Natal's port side and a 25ft gash in the starboard side.

Within five minutes the ship had flooded, listed to port and capsized. Ironically, the internal watertight doors, which were open in accordance with normal harbour routine, were due to be closed at 4p.m.

The death toll comprised 21 officers and 378 ratings, the five civilian guests and the three children, and the three nursing sisters. Remarkably, Lt Fildes survived.

It was not until 1980 that the probable cause of the disaster was uncovered. An American, George Dale, a nitrocellulose explosives expert, made a study of the worldwide loss of nine battleships and three cruisers between 1905 and 1918, all from spontaneous explosion.

He discovered that the use of inferior stabilisers, undetected by inspection, had led to dangerously unstable cordite.

Many years later, in the 1990s, Capt Back's son was invited to open the new lifeboat station at Invergordon, but had to call off because of a bad cold. One local worthy remarked that he was making rather a habit of it! — D. Morrison, Bath.

Picture of the wreck of HMS Natal provided by C. J. Morley of Newton Abbot. — Ed.

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People in the News



● **THEN AND NOW:** Captain Silva, Commanding Officer of the Chilean Naval Ship Blanco Encalada, with Cdr John Hamilton, who was the first Executive Officer of the ship when she was commissioned into the Royal Navy as HMS Fife.

Lottery win came in the nick of time!

WHEN Charge Chief Jeff Mincher's numbers came up on the Royal Navy and Royal Marines Sports Lottery it wasn't a moment too soon.

Jeff has been doing the lottery for ten years but the £3,000 top prize came just a few months before he was due to leave RN Air Station Culdrose in Cornwall after 28 years in the Navy.

The money will come in very handy for Jeff, who lives in Fareham, Hampshire, with his wife Janina and daughters Natalie and Aniela, as he is planning to send his eldest daughter to medical school.

A cheque for the top prize of £3,000 was presented to Charge Chief Mincher by Cdr Richard Potheary and LPTI Mark Jones, who was the first Executive Officer of the ship when she was commissioned into the Royal Navy as HMS Fife.



● **£3,000 WINNER:** Charge Chief Jeff Mincher receives his Sports Lottery prize from Cdr Richard Potheary and LPTI Mark Jones. He plans to use the money to send his daughter to medical school.

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Chile invites officer to visit his old ship

A VISIT to South America gave Cdr John Hamilton the chance to go to sea in a warship which he served in 34 years ago and had not seen since then.

The retired officer from Liss in Hampshire was the first Executive Officer of the destroyer HMS Fife and he served in her at sea for two years in the mid-1960s.

HMS Fife was eventually sold to the Chilean Navy and, as he and his wife were planning to visit South America, he wrote to the Chilean Naval Attache in London to find what had happened to her.

The result was an invitation for both of them to visit Valparaiso and go to sea for a day in the destroyer, now called Blanco Encalada.

Cdr Hamilton said: "It was a fascinating and nostalgic experience which evoked lots of memories of numerous occasions on which I had ferreted around the



● **Chilean Naval Ship Blanco Encalada, formerly in service with the Royal Navy as HMS Fife.**

vessel many years ago in the manner of the typical 'Commander' of a big ship.

"Fortunately the weather was fair as, being prone to sea sickness, I was keen to avoid the necessity of leaning over the guard rails!"

Changes made by Chile include lengthening the flight deck to take two helicopters, updating missile and operational systems and extending the wardroom bar, achieved by burrowing through

the deck into a senior rates mess.

Cdr Hamilton said: "My main impression of the ship after 34 years or so was that she had aged very gracefully and was in very good shape."

On return to harbour the Hamiltons were invited to tea with Captain Silva, CO of the Blanco Encalada, and Cdr Hamilton presented him with a print of HMS Fife signed by himself and the

ship's first Commanding Officer, Capt R H Graham.

In return, Capt Silva gave Cdr Hamilton a signed photo of the ship as she is today.

Cdr Hamilton said: "The visit for us was a unique occasion and a great success. Our brief contact with the Chilean Navy left us with a strong impression of an efficient and enthusiastic navy with high operational standards and many fine traditions."

Marines hatch plot to foil egg thieves

ROYAL Marines from 45 Commando Recce Troop helped Scottish Police to trap a pair of egg thieves who were targeting osprey nests near Aviemore.

TWENTY years ago the Osprey, a bird native to the British Isles, had almost been wiped out. Indeed, at that time there were only two known breeding pairs in Scotland and none in England.

Obviously the birdwatchers, bird lovers and people of Britain did not want to see such a majestic bird become extinct and the RSPB, with the backing of the general public, decided to do something about this.

They began, under the leadership conservationist called Roy Dennis and his wife, to construct purpose-built nesting sites in and around the area of Loch Garten, which is some 15 minutes drive from Aviemore.

This was not the only thing they did to help the bird, they also began, more importantly, to watch the nests of the pairs that contained eggs. The biggest threat in the past had been from poachers stealing the eggs for trophies, and these eggs have been sold to collectors for up to £6,000.

By watching the pairs, the RSPB were able to prevent the poachers from taking the eggs and the results of this began to be noticed.

Today there are thought to be some 184 breeding pairs. Most of these are still in and around the area of Loch Garten but the pairs are beginning to spread and reports have even been made that there is a breeding pair in England.

Roy Dennis, who has spent 30 years protecting the birds, asked the Highland Brigade for help. He was determined not to let poachers get to the eggs.

Having volunteered our services we were happy to have a 'live' target to exercise on, and we began to research what was required of us. Roy told us which weekend the poachers would strike, if at all, and informed us that all the nests we were to watch were raided on the same weekend last year.

We set off early on a Friday morning for the three-hour drive to reach Aviemore at around 10am. Everyone was in high spirits as we waited in the Police station car park, in the knowledge that come Monday morning we might have actively helped this bird in its continuing struggle for survival.

We were given the news, however, that over the course of the night before, one of the nests we were going to be watching had been raided and the eggs had been taken. We were now determined to catch any poachers, especially in the knowledge that they were active in our area.

Our four-man teams had been given until 6pm that evening to construct our observation posts. When 6pm came, all four teams were in position and it was just a case of making ourselves comfortable, watching and waiting.

This account of 'Operation Easter' earned Marine Gordon Coull the Commandant General's prize for the year's best conservation essay.

We had been briefed that morning by the Police that if anyone approached the nest then we should wait until the birds had flown from the nest before apprehending the snatchers, so as not to disturb the breeding pairs.

The first night, Friday, came and went without any major incidents except for a few flashing lights in the vicinity of one of the nests.

After what had happened on the Thursday night we were beginning to think that maybe we had missed our opportunity and that the poachers had gone home. On the upside, dawn had brought another beautiful day, a rarity in this part of the world, especially at this time of the year. Maybe fortune was smiling on us after all.

It was round about 10am that morning when the call came that one of the teams had spotted two men acting suspiciously around the area of their nest. We all sat glued to our radios.

The two men continued towards the nest, and indeed headed straight for it. The team, Mne Sanderson, Mne Menzies, and Mne Willey were led by Mne Gilhooly. They watched these two men, and as soon as the bird flew from the nest they began to crawl forward in their gilly suits.

A minute later and the men were surrounded and the scrim hats were replaced by green berets. The two men did not even attempt to run, mainly because of the shock of seeing four Royal Marines appearing from nowhere and running towards them.

They gave no resistance and were escorted back to Aviemore Police Station to be charged. When searched, they were found to have all the kit needed for taking the eggs. The team of four returned to their observation post to resume their watch, happy with their success.

Meanwhile, at the other three nest sites, everyone was on a heightened sense of alert, hoping that they would be part of the next success. The rest of Saturday, however, passed without incident. Sunday was another beautiful day, which meant we had had three days of fantastic weather, almost unheard of. Sunday also passed without any incidents, and so it came to Monday morning, time for us to pack up and make the return journey to Arbroath.

We were happy with our weekend's work, even though for some of the teams it had been a fairly uneventful time. The RSPB were delighted that we had caught two known poachers and in the knowledge that the nests were safe for another year. We had only played a small part in the reintroduction of the Osprey, but with numbers still so low, any help is a big step towards making this majestic bird of prey a regular sight around the lochs and lakes of Britain.

We have since learned that eggs in all of the nests which we watched hatched successfully, with at least one chick. Hopefully, in the years to come, we can return to Aviemore and continue to protect these chicks and their offspring.



● **WELL DONE:** Royal Marines Simon Willey, Luke Coleman, Gordon Coull and Colin Menzies are congratulated by Lt Col Robison, Commanding Officer of 45 Commando.

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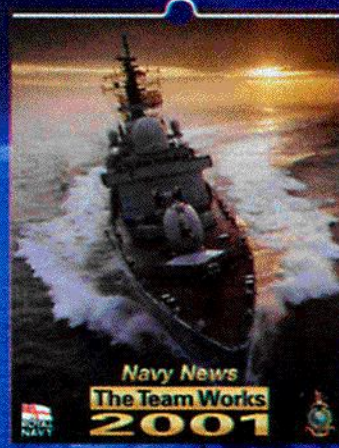
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People in the News



Award for the busiest submarine

SUBMARINE HMS Turbulent has been awarded a rare commendation for outstanding efficiency and service by the Commander-in-Chief Fleet, Admiral Sir Nigel Essenhigh.

Since January 1999, the Trafalgar-class boat has been the hardest-working Fleet submarine, spending 65 per cent of her time on deployment.

On a four-month deployment, HMS Turbulent was engaged in a series of exercises and operations, spending 130 days at sea and only eight days alongside.

On her return to the UK, she was sent out to the Adriatic to support NATO operations in Kosovo and after a busy maintenance period, she left Devonport for a trials period followed by a NATO exercise and an operational patrol.

The level of work was just as demanding last year when the submarine was back in the Adriatic for another round of exercises and operations.

HMS Turbulent was nominated for the award by Capt Peter Wilkinson, Captain of the Second Submarine Squadron.

He said: "The amount of time which HMS Turbulent has spent deployed, combined with the pressures on her ship's company to maintain unprecedented levels of

hull and ship's systems availability, made a compelling case for the recognition of the unit's outstanding efficiency."

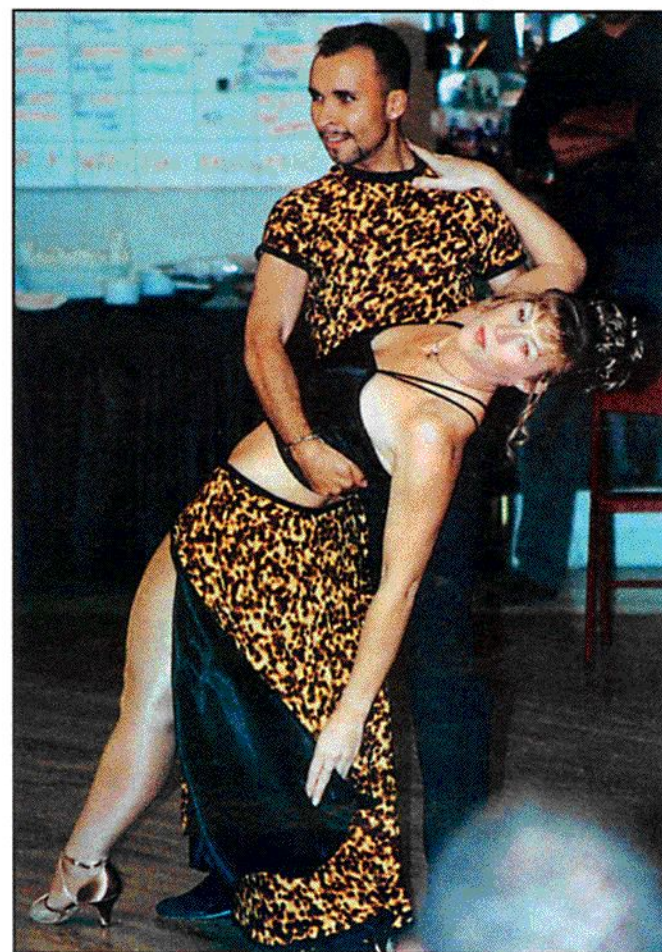
"This has been acknowledged by this extremely rare award. It goes without saying that the time spent deployed, and the results, could not have been achieved without excellent leadership and the full contribution of every member of the ship's company, and considerable sacrifice by their families."

The award was presented to the CO of HMS Turbulent, Cdr Steve Garrett. He said: "I am delighted that the ship's company of HMS Turbulent have been presented with this prestigious award."

"It recognises the hard work and dedication of the crew over a very busy period of operations. I would also like to thank the families of my sailors who have supported us loyally through long periods of separation."



● Capt Wilkinson presents the award to Cdr Steve Garrett.



● SAMBA: Leading Wren Steward Jane Bates does the Samba with Ashton Feliciano during a showcase exhibition in Virginia.

US posting keeps Jane on her toes

A POSTING to the United States of America has been keeping Leading Wren Steward Jane Bates on her toes - she's spent much of her time in the last 14 months learning the art of dance.

Jane is Steward to the Deputy Supreme Allied Commander Atlantic, Admiral Sir James Perowne, at NATO Headquarters in Norfolk, Virginia, but when she's not working one of her favourite haunts is the International Dance Studio at Virginia Beach.

She is pictured with her instructor, Mr Ashton Feliciano, performing the Samba during a recent showcase exhibition. Jane plans to continue with her dance training and hopes to compete nationally.

Young engineers compete at HMS Sultan

STUDENTS from all over the UK descended on HMS Sultan to take part in the Young Engineers Submarine Challenge 2000.

The competition challenges the youngsters to come up with an engineering solution to a naval problem and two cash prizes of £500 were up for grabs.

This year's theme was to design and build a mini-submersible that could be controlled to hit an underwater target.

Lt Cdr Iain Upton from HMS Sultan said: "The Young Engineers Challenge is an excellent way of raising awareness of the Navy among young people."

"The ten teams which took part all rose to the challenge with a wide range of different designs and approaches

"Unfortunately there could be only one winner in each age group. The two winning teams spent almost a year designing their craft and it showed."

After rigorous trials, the winners in the 15-plus age group were Birkenhead Sixth Form College, Chris Byrne (17) Sean Cooper (17) Ben Fielding (16) and Karl Ventre (16.)



And the 11-14 age group winners were Rebecca McLintock (12) Dominic Hartin (12) Nathaniel Wright (11) and Frederick Pitcher (12) from the Community College, Bishop's Castle, Shropshire.

The ingenuity of the young engineers earned £500 for their college and school and all eight of the youngsters have been invited to spend a day at sea with the Royal Navy.

● **WINNERS:** The top team in the 15-plus age group were Birkenhead Sixth Form College. They are Chris Byrne (17) Sean Cooper (17) Ben Fielding (16) and Karl Ventre (16.)



People in the News



Traditional baptisms in HMS York

FIVE sailors on board HMS York have been baptised during her deployment with Standing Naval Force Mediterranean.

MEM Daniel Mackie and LMEM Andrew Simpson were baptised in the ship's bell as HMS York passed through the Bay of Biscay and their example inspired three others to put themselves forward.

The ceremony was conducted in the Captain's day cabin by the Naval Chaplain the Rev Nicholas Pneumaticos.

He used a silver bowl presented to HMS York by Lady Gosling, the ship's sponsor, to baptise OM Christopher Elliott, LSA Simon Tracey and LSA Daniel Parker.

The newly baptised men were congratulated by the CO, Cdr Paul Porter, and it is hoped that the Chaplain designate the Rev John Lomas will prepare them for confirmation and that they will be confirmed when the ship returns to the UK.

Commodores get together

THE BIENNIAL dinner of Royal Naval Reserve Commodores was held at HMS Forward in Birmingham and 14 of the surviving 18 Commodores were able to attend.

Although floods prevented Commodores from Sussex and Kent attending, the others came from all points of the compass, from Scotland, Merseyside, Tyne and Wear, Wales, Cornwall and Essex.

Commodore Gerald Wood, the present Commodore, RNR, gave the address and the dinner was presided over by Commodore Muriel Hocking, the only woman to hold the rank, but the greatest seniority was claimed by Commodore Davenport who retired in 1973.

The Commodores reported that the dinner was a great success, with sea shanties being played on the harmonium and many a salty tale being told!

Clyde medal

AN IMPERIAL Service Medal has been awarded to Mr Ron Burton for 29 years of exemplary service at Clyde Naval Base.

Mr Burton worked as a switchboard attendant and in the Jetty Services Dept and he was presented with the ISM by Commodore Richard Lord, Director Clyde Naval Base.

Ron, who was accompanied by his wife Pauline, said: "I hold special memories of all the people I worked with during my time at Clyde Naval Base and I am very proud to receive this."

Highs and lows for RN medics in Nepal

A SERVICES expedition to Nepal gave three Royal Navy medical staff the chance to improve the quality of life of people living in one of the most remote parts of the world.

Surg Lt Cdr Lee Wallis, Surg Lt John Matthews from Derriford Hospital and CPOMA Kevin Shore from RM Poole were visiting the Meghauri Friendship Clinic in the Chitwan area of Nepal.

The clinic provides medical cover for more than 22,000 people and the team were able to use their skills to assist the clinic's staff who have to treat everything from minor ailments to the victims of tiger attacks.

The medical staff, along with CPO Pete Jones from HMS Bristol, visited the clinic during a trip to Nepal as part of a nine-strong Navy/RAF expedition which was attempting to reach the 21,000ft summit of Mount Lobuche in the Sagarmatha National Park.

After leaving the UK in October the team enjoyed a spectacular but exhausting 'walk in' from Lukla.

The route provided dramatic views of Mount Everest, Lhotse and many other 7,000 to 8,000m peaks, but it took a hard ten days of trekking, culminating in a steep 600m climb, to reach the village of Lobuche at 5,000m.

Just above the village, at Thukliha, there are more than 100 memorials to the trekkers and mountaineers who have lost their lives by venturing higher.

With this in mind, the team had chosen the village of Lobuche to stop for a day of rest to help them acclimatise, but during their stay several members of the team became ill.

The team's doctors confirmed that the cause was Altitude Mountain Sickness (AMS) and although it was only mild, the only practical course of action was to descend to a safer altitude, and the team arrived back in Kathmandu some five days later.

■ The Friendship Clinic at Meghauri is a registered charity and it relies on donations to meet the running costs of £10,000 a year.

For details of its work and the best way to make a donation, log on to the website www.clinicnepal.org



● **HIMALAYAS:** The 100 stone memorials at Thukliha were a reminder of the dangers of high altitude.

● **MEDICS:** The Medical members of the expedition, Surg Lt John Matthews, Surg Lt Cdr Lee Wallis and CPOMA Kevin Shore from RM Poole.



● **NARROW ESCAPE:** A 34-year-old man who was treated at the clinic after he was attacked by a tiger.



● **CHECK UP:** A doctor examines an infant at the Friendship Clinic in Nepal which provides medical cover for 22,000 people.

Sierra Leone operation allows family get-together

A CHANCE meeting between HMS Liverpool and RFA Argus off Sierra Leone allowed a husband and wife and two brothers to meet up at sea.

Sharon Thirkell from HMS Liverpool and Matt Thirkell from RFA Argus, who are both LSAs, last saw each other in September.

In three years of marriage they have managed to catch sight of each other on the high seas twice before.

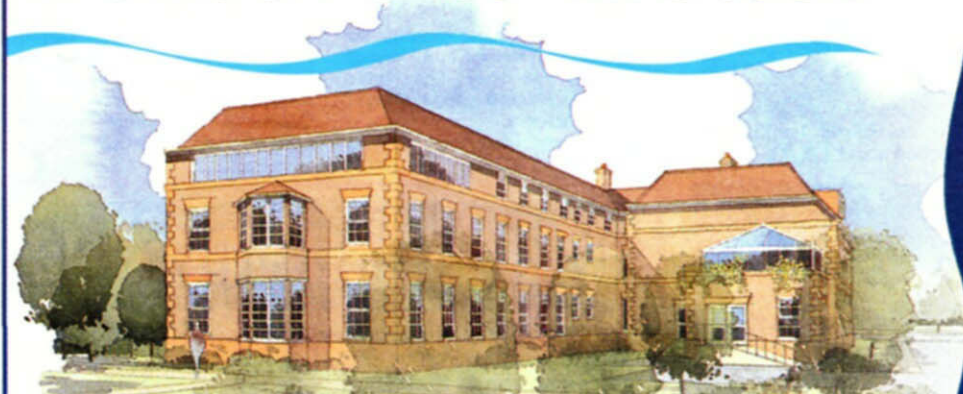
But on this occasion it was third time lucky as a helicopter transfer from RFA Argus allowed them to meet up at sea for the first time.

The operation in Sierra Leone also gave HMS Liverpool's OM Christopher Kirkpatrick the chance to meet up with his brother Stephen who serves on board RFA Argus.

There are strong Naval links in the Kirkpatrick family. Christopher is the youngest of three brothers serving at sea with Michael, currently serving on board HMS Newcastle, making up the trio.

RFA Argus spent a week off West Africa before returning to Plymouth and HMS Liverpool was due back in Portsmouth on December 22, a month later than expected after being re-tasked to Operation Silkman.

Pembroke House



The Royal Naval Benevolent Trust's residential & nursing home

A fine, newly modernised home near Chatham for former Sailors, Royal Marines, their wives and widows

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The RNBT also gives financial grants to serving and ex-serving RN ratings, RM other ranks and their dependants (the 'RNBT Family') to help them in a wide variety of circumstances. For advice and assistance please contact the Grants Secretary at RNBT Headquarters.

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THE ROYAL NAVAL BENEVOLENT TRUST
SUPPORTING THE 'RNBT FAMILY'

New scheme is on course



● **STUDYING HARD:** S/Lts Ellen Harding, Mick Welch, Ian Pirie, Dave Robinson, John Webb, Richard Watson and Steve Henaghen.

THE FIRST Senior Upperyardmen to attend the new syllabus at Britannia Royal Naval College, Dartmouth, are pictured preparing for their second term.

Recommendations made in the Steele report have resulted in a branch-specific academic package being introduced for Warfare and Supply specialisations, prior to professional qualifying courses.

It is designed to ensure that the more mature ex-ratings join the Fleet on an equal footing with their younger direct-entry contemporaries.

Star to be honorary crew member of submarine with a problem or two

Sir John proves a Tireless supporter

VETERAN film star Sir John Mills is to be made an honorary member of the ship's company of the nuclear-powered submarine HMS Tireless.

Art show brings in £10,000 for museum

SIR JOHN Mills was one of the chief guests at a fund-raising event which was expected to raise about £10,000 for the Royal Navy Submarine Museum Centennial Appeal and for families of the Kursk crew.

Also at the event, a sale at Chichester of 100 maritime paintings, was Sir John's daughter Hayley. Notable former submariners present included Falklands War commander Admiral Sir John Woodward and the President of the Royal Naval Association, Vice Admiral Sir Roy Newman.

Among the works sold was a lithograph by the Prince of Wales which he produced during a visit to Greece.

The museum-administered fund for the Kursk families has now reached about £17,000.

Sir John (94), whose 100-plus films have included *Above Us the Waves* and *We Dive at Dawn*, visited Tireless alongside in Gibraltar when he was there to promote the 50th anniversary of the film *I Was Monty's Double*.

Sir John plans to return to the Rock this month with Lady Mills to celebrate their diamond wedding. It is then that Tireless will make him an honorary crew member to acknowledge his contribution to wartime submarine films and the support he has given Tireless during her extended stay in Gibraltar.

She has been alongside there since developing a leak in her primary coolant circuit during the early stages of her deployment as part of Naval Task Group 2000.

The Spanish government has told Britain that it expects it to keep a private undertaking it says the Ministry of Defence has given that Tireless will be repaired by the end of March.

Over the past few months Sir John has been one of hundreds of visitors to the boat. They have included locals and holidaymakers as well as VIPs.

Sir John recalled over lunch at



● Sir John Mills with the CO of HMS Tireless, Cdr Mike Walliker, during his visit to the submarine alongside at Gibraltar. He wears the tie of the HMS Kelly Association presented to him by Lord Mountbatten who made him an honorary member of the group in recognition of his role in the film *'Which We Serve'*, based on the Kelly's exploits under Mountbatten. Picture: Cpl Steve Lancaster RAF

HMS Rooke that Earl Mountbatten had made him an honorary member of the HMS Kelly Association, saying that the actor had probably spent more time wearing dark blue – in wartime films – than wearing the uniform of the Army in which he actually served.

Other notable visitors to Tireless have included the Governor of Gibraltar, C-in-C Fleet (Admiral Sir Nigel Essenhigh), Flag Officer Submarines (Rear Admiral Robert Stevens), Chief of Defence Logistics (Gen Sir Sam Cowan), Chief of Joint Operations (Vice Admiral Sir Ian Garnett) and the Deputy Mayor of Tireless's affiliated town of Rugby (Cllr Ray Kirby).

With wild press stories circulating at home and abroad, the submarine's Commanding Officer, Cdr Mike Walliker, is keen to show the public that his boat is safe.

He said: "The best way to convince the local people that we pose no risk to them or the environment is to afford them the opportunity to come down to the boat and see that life on board is continuing as normal."

German Minister of Defence Rudolf Scharping toured the Trident missile submarine HMS Victorious when he visited Clyde Naval Base. He was accompanied by Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Derek Anthony.

By George! That's a handsome donation

PERSONNEL on board one of the Navy's busiest floating storehouses have taken a break from their hectic work in keeping the Fleet supplied to make a special delivery to the Royal National Lifeboat Institution in Plymouth.

The ship's company of RFA Fort George – with members of 814 Naval Air Squadron – raised £570 for the lifeboat charity by fund-raising activities while the ship was taking part in operations off Kosovo, disaster relief in Mozambique, and deployments in the Mediterranean.

Fort George spent 260 days at sea in 2000, for much of the time with five Royal Navy Sea King helicopters and their crews embarked.

The money was handed over when Fort George, home at last in Plymouth, welcomed on board the treasurer and box collector of the local Lifeboat station, Malcolm Flintoff and Ian Hall. It was one of the biggest amounts that Plymouth Lifeboat had received from a single unit.

Fitness figures 'not related to medical service overstretch'

REPORTS that the 15,000 members of the Armed Forces who are not entirely fit is a symptom of the state of the Defence Medical Services have been denied by the Ministry of Defence.

The figure was revealed in a Parliamentary answer which showed that 15,450 Service people

out of 220,000 were at a downgraded fitness level, the figures being taken in August.

Of the total, 1,954 were in the 42,000-strong Royal Navy and 556 among the total of 6,000 Royal Marines.

A MOD spokesman said the figures had been misinterpreted by the news media as being the numbers unfit for duty. In fact, they showed the total number of people whose fitness level had been reduced for medical reasons. Only a tiny proportion were, in fact, incapacitated.

"It could mean that a man has a condition which temporarily means that he cannot shave. A clerk may have a broken arm, but can still do his job."

"The Defence Medical Services may well be overstretched, but the numbers of people in the Services whose fitness has been downgraded are not related to that."

Nelson 'death' portrait goes on display

AN IMPORTANT portrait of Lord Nelson, for which the sketches were made from his dead body, has gone on permanent, public display for the first time.

The picture is the work of Arthur Devis who in December 1805 was allowed to see Nelson's body on board HMS Victory in Portsmouth. He used the sketches he made then to paint portraits for the Admiral's friends, including Admiral Benjamin Page.

That portrait has been donated to the Royal Naval Museum at Portsmouth from the estate of one of Admiral Page's descendants. It is the only picture of Nelson that shows him in the last, climactic year of his life.

Merlin salvors get on top of their job

THESE specialist members of the Armed Forces really found themselves on top of their job when they were called out to help in the recovery of the wreckage of the Navy's Merlin helicopter that came down in the sea off the Isle of Skye in October.

The team from the Joint Air Transport Evaluation Unit (JATEU) at Shrivenham found that large parts of the wreckage had been washed ashore on to a remote beach on a small island inaccessible to anything other than a helicopter.

Here with one of their finds are CPO(AH) Peggy Mount (right) with Cpl Andy Gartshore of the Royal Logistic Corps (left) and Sqn Ldr Martin Cowie. The picture was taken by the fourth member of the team, Flt Lt Andy Noon.

The salvage operation, supervised by the RN Mobile Air Support Unit, was conducted through an innovative plan of lifting the wreckage as an under-slung load.



Vernon building to become a pub

ONE of Portsmouth's most historic Naval structures – Vernon Building – is to become a pub called the Old Custom House.

The 18th century building is one of four ancient Naval monuments forming part of the former HMS Vernon site on Gunwharf Quays which is destined to become a waterfront shopping, restaurant and leisure centre.

The listed structure will be restored by George Gale and Co in keeping with its origins. It is due to open in March.



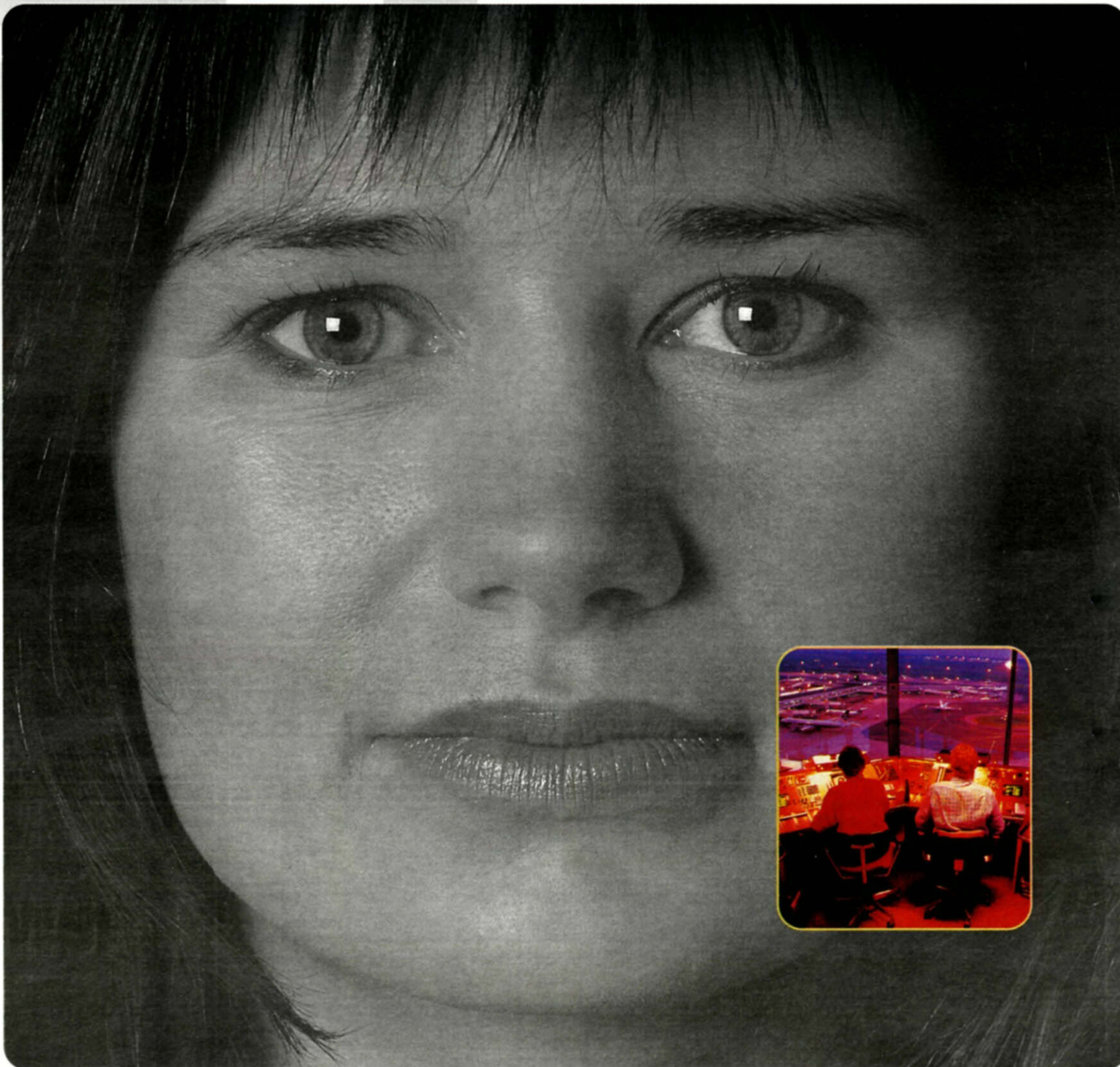
Sub school planner commended

FOR HIS part in the move of the RN Submarine School from its historic home at Gosport, Cdr Peter Payne-Hanlon (pictured) has been awarded the Commendation of the Second Sea Lord, Vice Admiral Peter Spencer.

Over five years, Cdr Payne-Hanlon – who joined as an apprentice artificer in 1963 – initiated the project to move the school to HMS Raleigh at Torpoint, HMS Sultan in Hampshire and the Clyde Submarine Base.

The commendation stated that he applied himself to the project with "extraordinary zeal and effectiveness... even to the extent of extending in service in order to see the project through to fruition and carry out the Post Project Review."

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Celebrities honour 'unsung heroes'

THREE once-forgotten war heroes have won a posthumous award from British celebrities. The three men, who in 1942 recovered vital Enigma code material from a sinking U-boat, have received the accolade of the Celebrities Guild of Great Britain.

Each year the Guild makes six awards to the UK's 'unsung heroes', the heroes in this case being AB Colin Grazier, Lt Tony Fasson and Naafi canteen assistant Tommy Brown who swam to U-559 after it had been forced to the surface by their ship, HMS Petard, in the Mediterranean.

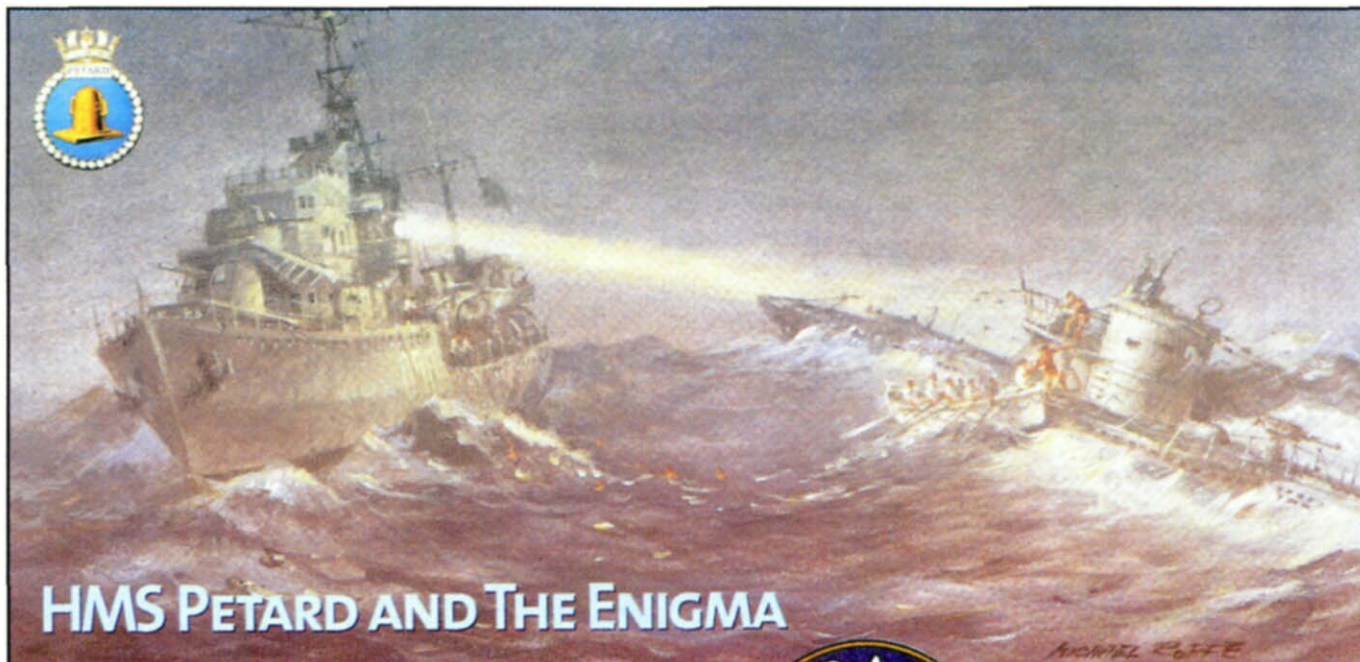
Grazier (22) and Fasson died when the U-boat sank with them on board – but not before they and Brown had recovered codes which were instrumental in the Allied victory in the submarine war. The two who died were awarded posthumous George Crosses.

Tommy Brown (16) survived the action but died two years later trying to save his sister from a house fire. He received the George Medal.

The fact that the codes were in Allied hands was so secret that the men's bravery could not be recognised publicly at the time.

But over the past two years, as the true importance of their deeds emerged, Grazier's local newspaper, the *Tamworth Herald*, ran a campaign, supported by *Navy News*, to erect a memorial to the men in the town.

Phil Shanahan, Deputy Editor of the *Herald* and leading light in the



campaign, was chosen to receive the Celebrities Guild award – an engraved glass bowl – presented by Prunella Scales.

The host of other celebrities present for the event at the Four Seasons Hotel, Park Lane, included David Jacobs, Neil Morrissey, Valerie Singleton, David Vine, Larry Adler, Bob Holness, Denis Quilley, Saeed Jaffrey, Anita Harris and Nyree Dawn Porter.

Meanwhile the plans for the Tamworth memorial are progressing and the internationally-known British sculptor who created London's Jubilee Fountain – Walenty Pytel – has started work on it.

In addition a £1,000 bronze plaque recounting Grazier's feat

will mark the site of his former home. Another, very different honour, came in the form of a beer brewed by the Campaign for Real Ale (CAMRA) at the Bass Museum Brewery at Burton.

The beer will be served up each year at CAMRA's Tamworth beer festival.

Contributions to the Colin Grazier Memorial Fund are still being sought. Send cheques made payable to the fund and addressed to Tamworth Herald, Ventura Park Road, Bitterscote, Tamworth, Staffs., B78 3LZ.

● The label that appears on bottles of a new ale dedicated to Enigma hero Colin Grazier.



FOR STAMP collectors, and others, the HMS Petard Association has issued this special cover with a representation of the U-559 incident painted by military artist Michael Roffe.

Each limited-edition cover has been signed by members of the association including members of the ship's company who took part in the U-559 action.

For orders and inquiries contact Keith Astell, Sales Manager, The Cambridge Stamp Centre Ltd, 9 Sussex Street, Cambridge, CB1 1PA 01223 363980.

Museum marking 60th anniversary of Wrens abroad

TO MARK the 60th anniversary of the first Wrens to be posted overseas, the Royal Naval Museum at Portsmouth is hosting a one-day seminar.

The seminar *Women at Sea* will be held on January 13, and speakers will include the museum's curator of the WRNS collection, Lesley Thomas; the museum's oral historian, Dr Chris Howard Bailey; and a recently retired officer, Cdr Rosie Wilson.

They will examine aspects of the role of the WRNS and Queen Alexandra Royal Naval Nursing Service, especially in World War II, the Falklands and the Gulf.

Cost is £25 (£15 concessionary).

Contact Trevor Carpenter, Museum Services Manager, on 023 9272 7583 or e-mail: trevor.carpenter@royalnavalmuseum.org.

The first members of the WRNS to be sent abroad were 20 hand-picked and specially trained Chief Wren Wireless Telegraphy Operators. They travelled to Singapore in January 1941 in the troopship TSS Nestor and were accompanied by a Naval Nursing Sister.

When the Japanese invaded they narrowly escaped the fall of Singapore, evacuating to Ceylon and then to Kenya. For most of them it was their first experience of foreign travel.

£5m plan to complete Royal Navy's story

WITH the first phase of the Royal Naval Museum's £10 million redevelopment plan complete, plans are now being made to begin the second stage of the programme.

The new galleries, intended to be completed in time for the bicentenary of the Battle of Trafalgar in 2005, will cost at least £5 million.

Planners at the museum at Portsmouth foresee displays centred on the Tudor and Victorian navies. A gallery will also be dedicated to the 20th-century Royal

Navy through two world wars and into the nuclear age.

Meanwhile, an appeal by the museum to raise £15,000 to help restore and preserve its 300 volumes of the *London Gazette* has already raised £7,500, said a spokesman for the museum. The rare collection dating from 1776 to the 1980s is consulted by researchers more often than any other of the museum's documents. Funds to maintain it are being raised by an 'Adopt a Book Appeal'.



HMS TENACITY was the correct answer to our November poser. Built as a private, one-off venture by Vosper Thornycroft, the vessel was bought by the Ministry of Defence in 1972 for training and fishery protection.

The correct answer drawn at random was sent in by Audun Johannessen of Kroervei, Norway. He wins £30. Identification of the three ships in this month's picture – could net another £30.

Complete the coupon and send it to Mystery Picture, *Navy News*, HMS Nelson, Portsmouth PO1 3HH. Coupons giving correct answers will go into a prize draw to establish a winner.

Closing date for entries is January 15. More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our February edition. The competition is not open to *Navy News* employees or their families.

PICTURE PUZZLE

MYSTERY PICTURE 71

Name

Address

My answer

**Coventry
to go up
for sale**

HMS COVENTRY will be put up for sale in about a year's time, it has been announced.

The Coventry, one of only two Type 22 Batch 2 frigates still in service, was commissioned in 1988. She and the other Batch 2 ship, HMS Sheffield, were named in memory of the Royal Navy's two Type 42 destroyers lost in the Falklands War.

The Type 22s have gradually been decommissioned as new Type 23 frigates have entered service. Besides Sheffield, only four Type 22s, all Batch 3s, remain – HM ships Cornwall, Cumberland, Campbeltown and Chatham.

Photo display honours the Forces ethnic minorities

A MAJOR photographic exhibition set up by the Ministry of Defence honours the invaluable contribution made by ethnic minorities to the Armed Forces.

Titled *We Were There*, the exhibition highlights the little-publicised involvement of ethnic people from all over the Empire and, subsequently, the Commonwealth. It was launched at the Ministry of Defence HQ in London on November 28 by Armed Forces Minister John Spellar and the Chairman of the Commission for Racial Equality, Gurbux Singh.

The show is open to the public at the Elephant and Castle Shopping Centre (Pinkland Ltd) on January 6-8; Shopping City, High Road, Wood Green on January 26-28; Soho House Museum on February 1-4; Trafford Shopping Centre, Manchester on February 14-19; Sangat Centre, Keighley on March 23-26; and Leicester Square Ltd, Leicester on April 5-8. Its first public showing was at Southall Community Centre in December.

The exhibition is also available on MOD's website at www.mod.uk

IWM trustees elect Sir Jock

ADMIRAL Sir Jock Slater is to become Chairman of the Board of Trustees of the Imperial War Museum. Admiral Slater, a former First Sea Lord, was elected by the trustees to succeed Prof Robert O'Neill next September 6.

Almost half of Lynxes return

ROTORHEAD replacement brought 34 of the Navy's Lynx helicopters back into service by mid-November, Armed Forces Minister John Spellar said in a Commons reply.

The situation had improved substantially since April when three-fifths of the 74 RN Lynxes were grounded over concerns that the rotorheads were prone to fatigue.

A Fleet Air Arm spokesman told *Navy News* that one effect of the repair work was that the previously scheduled programme to upgrade all Lynxes would be completed ahead of time.



Drafty: General Service Engineering



Engineer your own success

IN THIS Month's Drafty we take a close look at a few of the many issues which affect personnel working in the General Service Engineering branch of the Royal Navy.

Mechanical Engineers

Whilst the sea going requirement for MEAs remains fairly stable and focused mainly on Portsmouth and Devonport, their shore disposition is slowly changing with an increasing diversity of jobs.

The creation of the support roles in Bath and Bristol, coupled with transfer of senior rate craft billets from MEA to MEM under MEBD and employers' changing requirements, continues to shift the balance away from the traditional main preference areas.

This has created a geographical aspiration/billet imbalance, most significant in Devonport, which to some extent is being reduced, in the short term, by the use of MEAs in gapped MEM craft billets.

In the longer term, the situation will depend on MEA numbers, which are steadily coming into balance with requirement, and the outcome of ongoing projects such as Fleet First.

Although every effort is made to meet individuals' aspirations

within the constraints of Service requirements, Drafty has to rely on information supplied on DPFs and C240s.

It is essential that these are up-to-date, accurate and honest, particularly with respect to recommendations for instructional duties, and small ships.

Weapons engineers

2001 is likely to be a difficult year for WEA drafting due to continuing manpower shortages, before things start to improve in 2002.

Maintenance of the well established lines of communication with the drafting desk is essential as this greatly assists in deploying scarce WEAs to best advantage of both ratings and the Service.

General advice is always available in the Drafting Liaison Offices in Devonport, Faslane and Portsmouth. Personnel in the offices liaise closely with drafting desks and may, if necessary and more convenient, be used as the first point of contact.

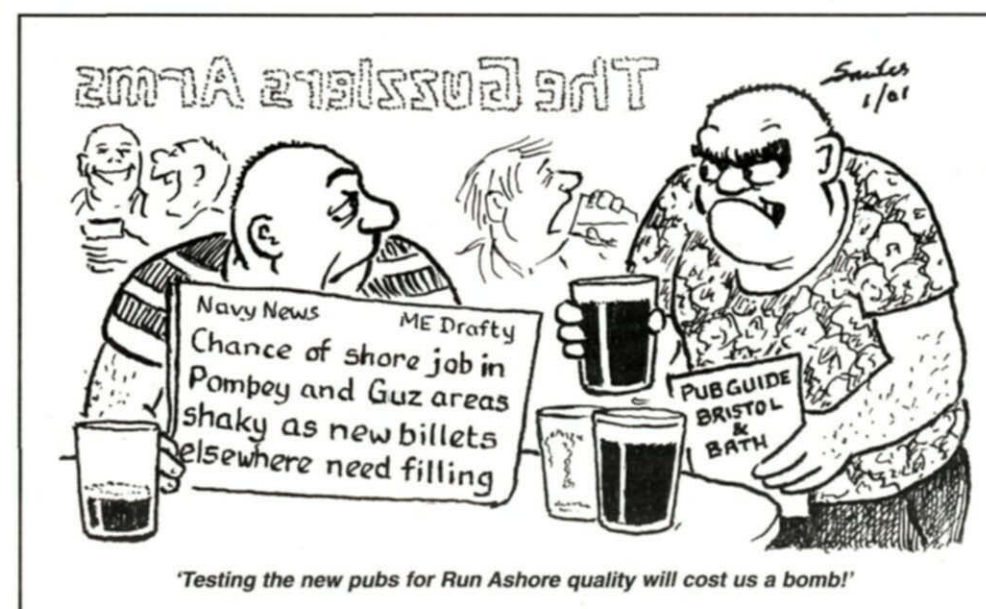
Prompt rendering of REDXDPFs remains important and the number of ratings on the weekly RAVDATA signal indicates that this is an area that still needs attention, especially as delays can disadvantage ratings in selection of shore drafts.

Delays in forwarding REDXDPFs can occur when the amount of LASS due is not known. In such cases LASS should be estimated and, if necessary, corrected by signal when the exact amount is known. Excess LASS must always be referred to FOSF for approval.

POWEM(O) Buck Taylor has moved on, and been relieved in the WEA drafting desk by POWEM(O) Bob Hope who joined in November from HMS Leeds Castle. He is now ascending the very steep drafting learning curve.

Marine engineers

The good news is that at long last after a protracted period of reporting shortages, the total numbers within the MEM Specialisation are now just about



in balance.

But there is also some bad news; whilst the global bearing may be satisfactory there is a distinct shortage at the POMEM level.

The very large number of MEMs that have been recruited to make good the manning shortfall has resulted in a very immature Specialisation. What is needed now is time to re-grow and to allow our young MEMs to gain sea experience and their watch-keeping tickets.

In the meantime and in order to maintain expertise, a number of POMEMs will be given the opportunity to remain in the Service on a 2OE engagement.

So there is no time like the present for promotion and all of those within the Specialisation are urged to take advantage of the situation to qualify for the higher

rate and improve their professional status with the accompanying financial reward. Why not make this your New Year resolution for 2001!

Drafting information

Drafty is on the Web! CND now has its own Website within the 2SL Web which can be accessed through the MOD Web from those who have access to CHOTs, Navy Net and Navy Star. Access is currently only available to those serving ashore but it is hoped the Web will be available to ships in the New Year.

Once in the 2SL Web, click on NAVSEC/CND where you will find us in "Drafty Desks". Full of useful information including a guide to drafting and helpful telephone numbers, it is accompanied with photographs of your favourite drafters!

A Compendium of Appointments for General Service Engineering Warrant Officers is currently being compiled by the Drafting Commander and will be ready for publication in hard copy and on the Website shortly.

A guide to sea and shore appointments, it will aim to provide background information to assist Warrant Officers when considering future appointments.

Situations vacant

POWEM(L) for 539 Assault Squadron RM. A sea-going billet based in Devonport. Technical Support. Required now for 30 months.

MEM1s for Small Ships. Sea-going billets in all areas, including Northern Ireland. AMC/MEMOC duties. Required now for 30 months.

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Terms & conditions: Offer open to MoD personnel and their families only. For full eligibility details call 0141 226 4321.

MOD scheme will help to protect the environment

A SYSTEMATIC review of environmental risks including assessment and control of their effects is being established by the Ministry of Defence.

The launch of the MOD's Corporate Environmental Management System (EMS) follows a decision by the Defence Council just over a year ago to demonstrate a commitment to environmental improvement.

Many requirements for the system, based on British Standard EN ISO 14001, already exist, but much remains to be done. It is intended to ensure continual improvement in environmental performance and to minimise restrictions on operations and training arising from environmental legislation and policy.

Where they do not already exist, environmental audit systems will be established to measure performance. Details are published in General Defence Council Instruction 271/00.

Geoff Hoon signs a new health and safety policy

DEFENCE Secretary Geoff Hoon has signed a new combined safety and environmental protection policy statement for the Ministry of Defence.

It puts into place new arrangements for the MOD and covers responsibility for matters including health and safety at work, equipment and material safety, environmental protection and fire safety.

The policy is published in Defence Council Instruction 227/00.

Another General DCI (108/00) gives recommendations for the safe management of the 45 swimming pools which are owned and run by the MOD. The measures include the need for adequate lifeguards.



Royal Marine is 'senior jungle'

COMMANDO helicopter pilot Capt Warren Benbow RN has passed on the honorary role of being 'senior jungle' to Royal Marines Brigadier Nick Pounds.

The 'senior jungle' is thought of as the 'spiritual' head of the Royal Navy's Commando helicopter pilots and the honour passes to Brigadier Pounds, currently Chief of Staff to CGRM, with Capt Benbow's retirement.

The ceremony to hand over a 'blade of office' (left) was attended by Capt Wiggy Bennett (DHF) Cdr Mark Slater (CHF) Cdr Andy McKie (AIB) Lt Col Mike Ellis (CHF) and senior officers from 845, 846, 847 and 848 Naval Air Squadrons.

More chances for promotion

THE CHANCES for chief petty officers to become WOs are being increased with the introduction of a pool promotion scheme intended to give more opportunities, especially for personnel in specialisations where prospects are low or take much longer to achieve.

All CPOs and charge chiefs qualified and recommended for promotion in their own specialisations will be eligible for selection for the pool promotion board, too – even when there are no promotions for their specialisation in a year.

Once the scheme is running steadily it is expected to generate three to five pool promotions every year, depending on manpower numbers at the time.

Specialisation boards, which will continue to be maintained and authorised by Director Naval Manpower, will sit first.

Having made its specialisation selections, each board will be invited to forward a list of top-quality candidates that it could not promote through lack of vacancies.

The pool board, chaired by a captain RN and supported by two commanders, will then select from the candidates forwarded by the board presidents. Those selected from the pool will be appointed in the

same way as their contemporaries and will be eligible for specialist appointments.

Details are published in RN Defence Council Instruction 159/00.

From January, those arriving for officer training as WOs, will be promoted lieutenant RN or captain RM after passing out from Dartmouth or the Commando Training Centre Lympstone.

As a result they will gain between one and two years seniority in recognition of their former WO status.

Officers who passed out of Dartmouth or Lympstone after the end of June 1999 and who joined as WOs are now to apply for increased seniority according to a graduated table.

The changes will not affect pay but will allow some officers to enter the zone for promotion to lieutenant commander or major earlier than would otherwise be the case.

Details are published in RN DCI 158/00.

Memorial for MEMs

A MEMORIAL for all of the the Marine Engineer Mechanics who have served in the RN since 1821 has been dedicated at HMS Sultan.

It was unveiled by Cdr John Wadham in the quadrangle outside Faraday Block where today's mechanics are trained. During the ceremony, wreaths were laid by HMS Sultan's Commodore Peter Kidner and by Junior MEM Thompson, the youngest member of the course which passed out on December 15.



● MEMORIAL: MEM Thompson (above) lays a wreath at the new memorial in HMS Sultan. It commemorates all Marine Engineer Mechanics who have served in the Royal Navy since 1821.

Flying Tigers say farewell

PILOTS and aircrew of 814 Naval Air Squadron have flown their Sea King anti-submarine warfare helicopters on their last flights from RNAS Culdrose.

The squadron, known as the Flying Tigers, is disbanding as a Sea King squadron but it will re-dedicate towards the end of the year as the first front-line Merlin ASW squadron.

After commissioning in 1938 as a torpedo spotter reconnaissance unit, 814 NAS operated many different types of fixed-wing aircraft including the Swordfish, Barracuda, Firefly and Gannet before reforming at Culdrose in 1960 as an ASW helicopter squadron, equipped with the Whirlwind, and the Whirlwind was eventually replaced by Sea Kings in 1973.

During its illustrious history 814 Squadron has served in many ships and has recently returned from a three-month deployment in the Mediterranean in aircraft carrier HMS Invincible.

During this latest tour of duty the squadron was

involved in the rescue of survivors from the Greek ferry which sank off the island of Paros in September.

After the final flight, the Squadron's CO, Lt Cdr Martyn Skeer, said: "It's a particularly sad day for me."

"As a junior sub lieutenant my first front-line tour of duty was with 814 Squadron. I would not have believed that 20 years later I would be Commanding Officer of the last Sea King equipped Squadron."

"I'm sorry to see it go, it has been a superb aircraft and very versatile. However, I believe that the new Merlin helicopter will be a very worthy successor."

FAREWELL: Waving goodbye as the 'Flying Tigers' of 814 Naval Air Squadron take off from RN Air Station Culdrose in Cornwall for the last time. The Sea King helicopters were bound for HMS Sultan, Gosport.



IN BRIEF

Porton Down development

NEW measures have been announced to address the concerns of volunteers who take part in trials at the Chemical and Biological Defence Establishment at Porton Down.

Suggestions have been made that Porton volunteers suffer unusual ill health because of the trials. The Ministry of Defence says that although it has no scientific evidence to support that belief, it takes such suggestions seriously.

As a result, Defence Minister Dr Lewis Moonie has announced in a written Parliamentary answer that volunteers will be offered the opportunity to attend a medical assessment programme. There will be a new commitment to openness and dialogue with them, and confirmation of MOD's commitment to a special helpline.

Also, the Ministry has sought independent advice on an epidemiological study.

Were you at Changi?

BRITAIN'S war veterans are being asked to contribute stories and memorabilia to add to the collection of Changi Chapel and Museum in Singapore.

The chapel and museum, established in 1988, commemorate more than 7,000 Allied personnel held at Changi Prison by the Japanese in World War II.

A dedication service for the chapel and official re-opening of the museum is planned for February 15, the 59th anniversary of the fall of Singapore.

Contributions should be sent to Sinead Kelly, Senior Account Executive, Red Consultancy, 77 Wimpole Street, London W1M 7DD.

Meanwhile, the Australian War Memorial at Canberra – a museum as well as a memorial – has opened a redeveloped gallery telling the story of Australia's air war in the Pacific in World War II and Korea.

Aircraft on display include a Sea Fury, MiG-15 and a Japanese Zero fighter.

Clasp for Air Ops in Iraq

MEMBERS of the ship's company of HMS Invincible who served in the aircraft carrier from January 17 to March 19, 1998, can now receive the General Service Medal clasp 'Air Operations Iraq'.

A reassessment of eligibility has been made and published in RN Defence Council Instruction 160/00.

Cap tally for SHAPE staff

A NEW cap tally has been introduced for Royal Navy staff serving at Supreme Headquarters Allied Powers Europe.

Almost 50 staff work at SHAPE which is in the battle-field area of Mons in Belgium.

Royal Navy Commanding Officer, Capt David Freeman, said that his staff had the first opportunity to show off the new SHAPE cap tally when they joined Army and RAF personnel for a parade at Ypres on the 81st anniversary of the Armistice of World War I.

Computer 'licence' selected by MOD

THE MINISTRY of Defence has endorsed a European standard computer qualification – and a senior rate in Portsmouth is doing his bit to spread the message.

The European Computer Driving Licence (ECDL) was selected from a number of computer user qualifications as being the best suited to defence requirements.

As a benchmark of skills in seven modules, covering topics such as basic concepts of information technology (IT), spreadsheets and word processing, the ECDL is recognised throughout Europe, and is managed in the UK by the British Computer Society.

ECDL has been adopted as the defence standard for IT User Skills up to Level 2, part of a broader strategy for developing the computer skills of Navy and other defence personnel.

Training for the ECDL is available through the Defence IT Management Training Centre's regional interactive learning centres, and once a student is ready, he or she can undertake the 45-minute assessments at any one of the 800 or more accredited centres, leading to a final certificate.

The training and accreditation package is soon to be centrally administered by the MOD, bringing the advantages of bulk-buying, and up to 80 per cent of costs may be refundable against the Standard Learning Credit system.

It is hoped the training package will also be available through NavyStar early this year, while other means of provision are being considered for non-NavyStar units.

One sailor was so impressed with the system that he has been working hard to make it available to colleagues around the Fleet.

CPOSTD George Foreman, House Manager to Second Sea Lord, undertook the course to make better use of computers at work – and has now arranged for qualifications to be made available to a number of ships, including HM ships Endurance and Ark Royal, with Illustrious, Invincible and Fearless to follow.

For prices and access to ECDL, contact your Education Officer, or visit the ECDL website at www.ecdl.co.uk

Search for submariners

THE ROYAL Navy Submarine Museum is launching an attempt to build a complete database of all retired submariners.

Marking the centenary of the Submarine Service, the database would provide researchers and historians with valuable information – and it is thought there could be more than 20,000 men to be tracked down.

There is also the chance to join a new museum branch of the Submariners Association, named the Dolphin Branch after the former Gosport submarine base, which will cater for those who cannot get to a local branch.

Any serving or retired submariner wishing to register their details, or join the Association, should contact Colin Way at the RN Submarine Museum, Haslar Jetty Road, Gosport PO12 2AS, tel 023 9251 0354, or e-mail admin@rnsubmus.co.uk. Details can also be registered at the museum website: www.rnsubmus.co.uk

Courses finish

TWO GROUPS of students, from the Royal Malaysian Navy and the Royal Jordanian Air Force, have completed courses delivered by Flagship at HMS Collingwood in Fareham, with the support of RNSETT in HMS Nelson and Alenia Marconi Systems Ltd.



● HMS York passes through the narrow entrance to the Italian naval base of Taranto.

Plans made for Falklands event

PLANS are being prepared for a 20th anniversary Falklands War memorial event in Gosport next year.

The weekend event, in mid-June 2002, could follow the pattern of the 15th anniversary commemorations, when a reunion of Falklands veterans at HMS Sultan's sports field was followed by a service of remembrance.

It is hoped comedian Jim Davidson will attend, and organisers are seeking a major musical act.

Warm welcome for destroyer

HMS YORK has received a warm welcome from local people at one of the largest naval bases in Italy.

York made her week-long visit to Taranto with the rest of

NATO's Standing Naval Force Mediterranean (SNFM) after completing Exercise Destined Glory.

The length of the stopover allowed some of the ship's company to go home on leave, while

York's rugby team spent a weekend in Naples to win a hard-fought match against NATO Lions. That was followed by a fireworks display and barbecue.

HMS York was due to return to Portsmouth as Navy News went to press after four months with the NATO squadron. Before her arrival in the UK she was expected to embark fathers and sons at Gibraltar for the passage home.

While on deployment, the destroyer visited Suda Bay in Crete to honour the dead at the Commonwealth War Cemetery.

A large number of the ship's company saw the Commanding Officer of the ship, Cdr Paul Porter, lay a wreath to remember the soldiers, sailors and airmen who died during the Battle of Crete in 1941.

Among those interred in the cemetery were members of the crew of the previous HMS York who died when the ship came under attack in Suda Bay.

The Last Post was played by Musn Whitworth, who joined the ship at the start of her deployment in August.



● Field gunners from HMS Forward take the spotlight.

Picture: LW(PHOT) Amanda Reynolds.

Well done, lads – and lasses

TWO TEAMS of field gunners from HMS Forward kept the spectacular Royal Navy competition in the public eye when they competed at the National Indoor Arena.

The 18-strong crews, which included a number of women, battled it out at the Birmingham International Tattoo, handling the Brickwoods field guns in front of a total audience over the two days of

10,000 people.

The crews were gathered from RN and RM reservists and URNU members, all ranks who were trained by Lt Cdr Grassy Meadows, an experienced field gunner who acted as Battery Commander on the day.

PO Del Drury was Gun Captain Starboard Watch and PO Smudge Smith his Port Watch opponent, while Lt Cdr Clive Langmead,

public relations officer for the Midlands reserve unit, provided live commentary.

Honours were even after the second run, and when one of the gun captains called out "Well done, lads", the Lord Mayor of Birmingham, Cllr Theresa Stevens, who presented prizes, commented: "Ah, but there are lasses too, I see," raising a cheer from the crowd.

Raleigh's Smokey Joes are doused

TORPOINT'S Smokey Joes have been shut down as fire-fighting training at HMS Raleigh switches to gas power.

The oil-fired units – similar to those at Horsea Island in Portsmouth, featured in Navy News last month – were given a final chance to show their capabilities by staff at the Navy's new entry training establishment before being closed down for good.

The Officer in Command of the Firefighting Units, Lt Cdr Chris Anyi, said: "After 20 years, we are all quite emotional to say farewell to the Smokey Joes."

"However, the Royal Navy is always looking for ways to improve facilities. With the development of technology and safety, and environmental awareness, it has become increasingly clear that developments were needed."

"The superb development of the propane gas-fuelled firefighting training units is a major step ahead."

Victorian Christmas bonanza

A PIONEERING Festival of Christmas held at the Historic Dockyard in Portsmouth has been hailed an outstanding success.

Flagship Portsmouth, the organisers of the event, had hoped for 15,000 visitors over four days – and ended up welcoming almost 23,000 to the Victorian-themed festival, which incorporated a European Christmas market of almost 70 stalls.

More than 200 actors in Victorian costume, amateur and professional, mingled with the crowds while bands played.

Highlights included walkabouts by Queen Victoria and Prince Albert, performances at the Gaiety Theatre, the Saracen's Head alehouse, and performances by morris dancers and mummers.

Scapa Flow talk

A FREE lecture on aspects of Scapa Flow is to be delivered by the Head of Architecture at the Royal Commission on the Ancient and Historic Monuments of Scotland early this month.

Mr Geoffrey Stell will talk on "The Defences of Scapa Flow: Protecting the Royal Navy's Fleet Anchorage 1914 to 1945" on January 8, at the Royal Society of Edinburgh, 22-26, George Street, Edinburgh, from 5-6pm, with free afternoon tea served from 4.30pm.

Chinese warship visits Portsmouth

A CHINESE warship has made a rare visit to the United Kingdom while on her delivery voyage.

The 8,000-ton Fu Zhou, a Sovremenny-class destroyer, was on her way from Russia to China when she made a two-day stop in Portsmouth for replenishment purposes, according to a MOD spokeswoman.

HMS Illustrious acted as host ship and Royal Navy personnel entertained their Chinese counterparts on board the carrier.

Fu Zhou is thought to be the first Communist Chinese warship to visit this country, although a number of RN ships, including HMS Boxer and units of Naval Task Group 2000

have called in at mainland China and Hong Kong since the colony reverted to China.

The spokeswoman said: "We are very pleased to welcome Fu Zhou to Portsmouth Naval Base."

"Ship visits play an important part in the development of navy to navy links, and are consistent with our wider policy of seeking to strengthen our defence relationships with China."

Fu Zhou and her sister, Hangzhou, which reached China in February last year, were uncompleted destroyers – Fu Zhou was to have been the Alexandr Nevsky – when they were bought by China.

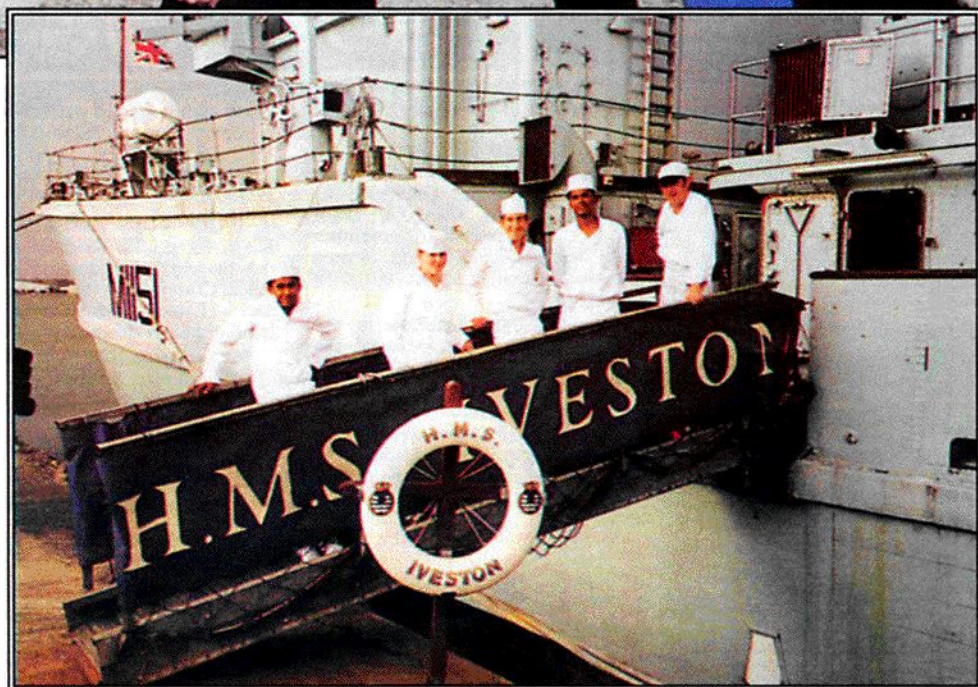
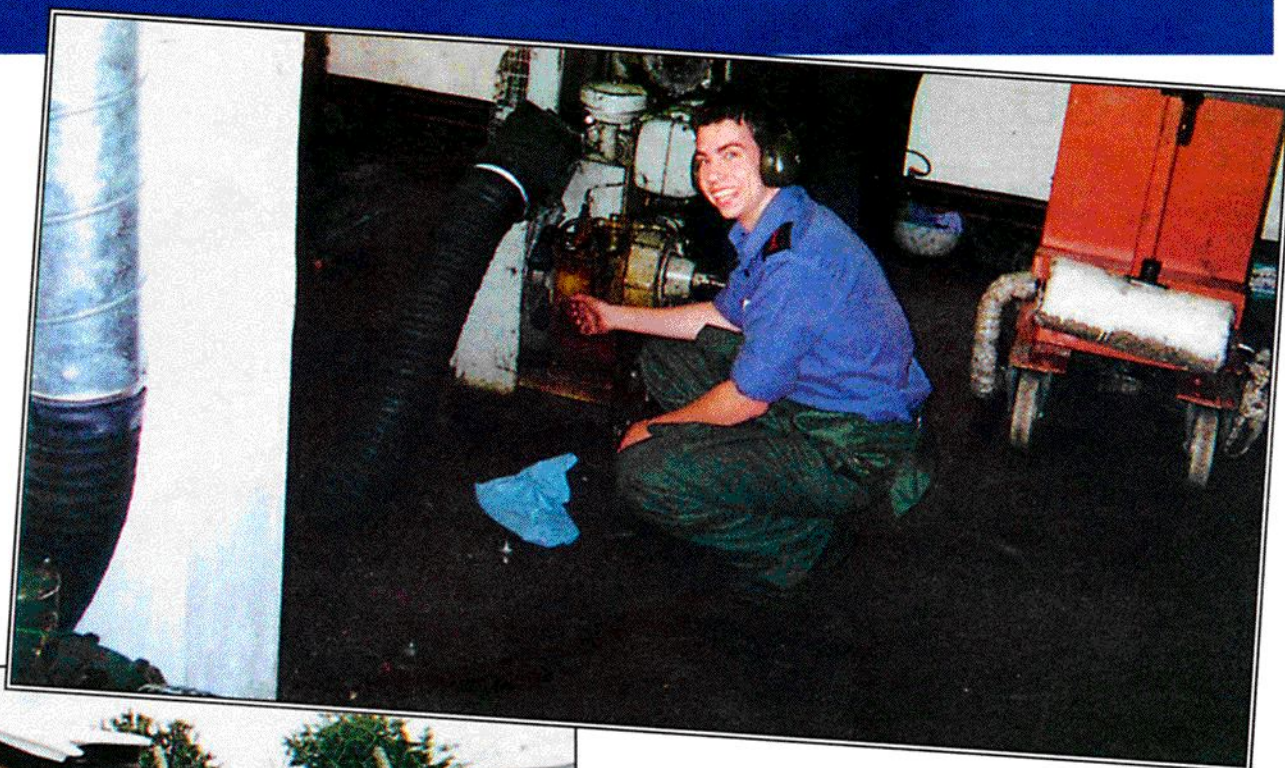


Sea Cadets



London Area

Courses to feed minds and bodies



● Above: Divisions at TS Fisgard – London Area passes muster under the eye of Lt Cdr Don Briggs, Superintendent of the Northern Area Sea Cadet Engineering School. Inset: AB Sherwood happily at work on a single cylinder Lister engine. Left: Lt Mitchell and his Cook/Steward team on board TS Iveston (L-R: Cdt Down, Cdt Adams, A/C Saunders, O/C Down and Lt Mitchell).

Steadfast lead the field at Piestock

EIGHT Cadets from Kingston TS Steadfast Marine Cadet Attachment took the top grade at the London Area Field Assessment, held at Piestock Hill, Aldershot.

The war games were attended by all attachments in the London Area and hard work and serious fun were the orders of the day.

On top of everything else, the Kingston Cadets were all aged only 13-14 and so had to compete against more senior Cadets from other units.

Seen with their certificates are L/Cpl George Morris (Section commander) MC2 Michael Morris (2IC), MC2 Chris Morris and Marines Paul Morris, Angus Effemey, Jamie Hibbert, Kirk McDonnell and Joshua Tobert.

CATERING for a Mess Dinner on board TS Iveston was a strictly in-house affair – provided by Cook/Steward Specialisation trained Cadets from Sutton Unit.

Under the watchful eye of Lt(MSC) Dave Mitchell, they served up a sumptuous feast for Mechanical Engineering and Electrical Instructors from the London Area, who regularly use the ex-RN minehunter at weekends to teach Cadets attending Area ME or L Training courses.

Six Cadets were also invited to dinner, having helped out regularly with maintenance of the ship, which is now owned by Thurrock Unit and is the London Area Cadet Engineering Training Centre.

Opportunity was also taken to thank two former Cadets now serving in the Royal Navy who help maintain the ship when on leave – Aircraft Handler Luke

Elliott, currently serving in HMS Invincible, and OM1 Chris Hooper of HMS Iron Duke.

Elsewhere a course for Class 1 Mechanical Engineering was being held for London Area – at the Northern Area Sea Cadet Engineering School, TS Fisgard.

Fisgard is located within HMS Gannet at RN air station Prestwick – and all eight Cadets responded to the station's unique atmosphere by passing with flying colours. AB Skinner of Southend Unit achieved 92 per cent – one of the highest marks ever recorded at Fisgard.

London Area also produced its first female Class 1 Engineer for many years – AB Andric of Ealing Unit.

It is now planned that the course will become an annual event for London Area – the next one hopefully scheduled for October 2001.





Sea Cadets



TOP CHOICE IN NORTH WEST

TWO 17-year-olds from the North West have been appointed Lord Lieutenant's Cadets for the coming year.

PO Henry Gosling from Kentrigg serves in the Kendal unit TS Royalist. He received his badge and certificate of office from the Lord Lieutenant for Cumbria, Col James

Cropper, at a ceremony at Carlisle Castle.

The citation was read by his CO, Lt Susan Ward. This outlined Henry's progress since joining the SCC in 1996 and concluded that he was

"a smart, dedicated, well-mannered cadet who leads by example and handles his instruction duties as a Petty Officer with a maturity above his age. He is an excellent ambassador for the Sea Cadets."

Representing Merseyside's Lord Lieutenant will be PO David Bygroves from Tuebrook, Liverpool.

He received his credentials from Col Sir Alan Waterworth at St George's Army Cadet Force Centre on the Altcar Ranges, Hightown.

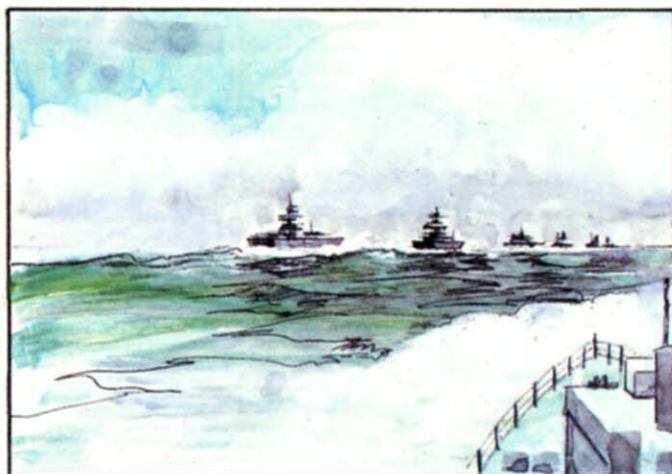
PO Bygroves is a member of the Liverpool West Derby Unit and has qualifications in canoeing, sailing, power boating and rowing, where he has led his unit team to national level. He has already joined the Royal Naval Reserve at HMS Eaglet and hopes for a career in the Royal Navy after taking his A levels at Cardinal Heenan School.

● Left: PO Henry Gosling with his mother Jane, Col Cropper, father Melvin and Lt Ward. Right: PO Bygroves with Col Sir Alan Waterworth.

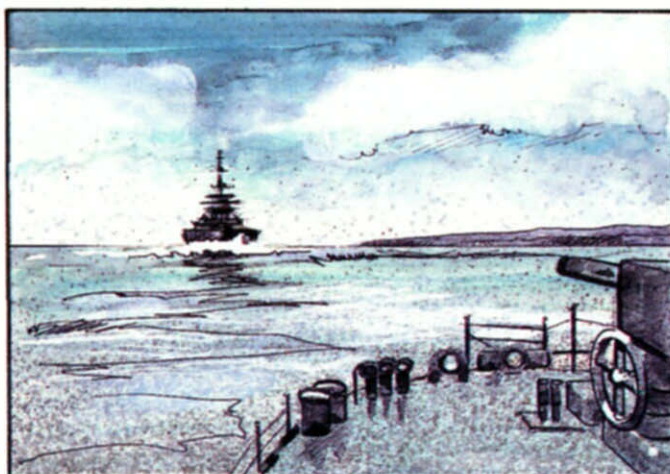


May 22, 1941: The German battleship *Bismarck* and the cruiser *Prinz Eugen* are on their way to the Atlantic – with the Royal Navy determined to hunt them down . . .

THE BISMARCK



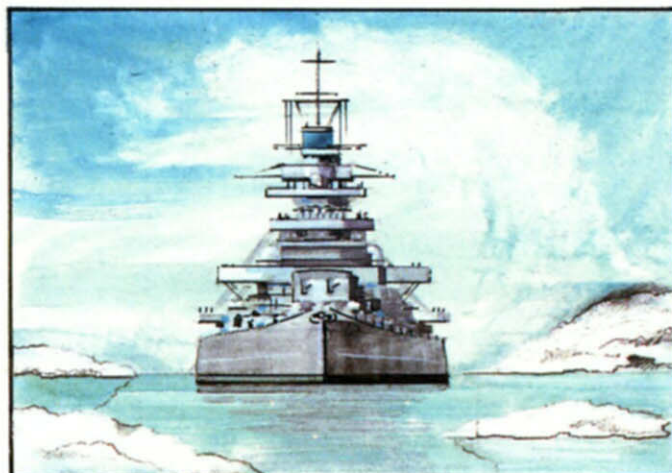
May 22, 1941. The Home Fleet sails – Tovey in the battleship King George V with Victorious and Repulse, five cruisers and six destroyers.



May 23. Bismarck and Prinz Eugen head round the northern coast of Iceland – still protected by the atrocious weather.



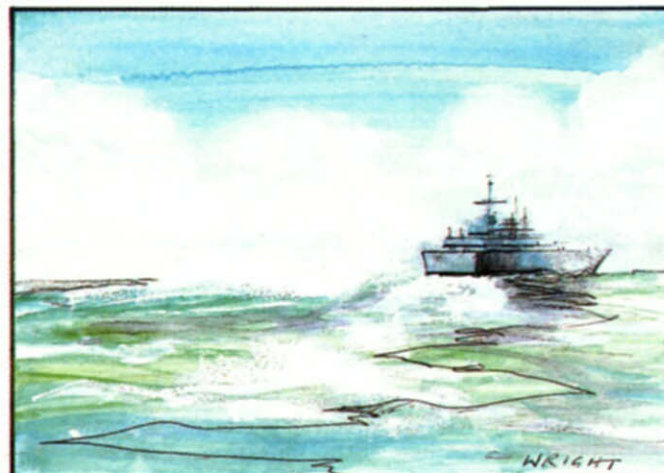
Tovey still has no idea where the enemy ships are – and because of the weather all aerial reconnaissance has been suspended.



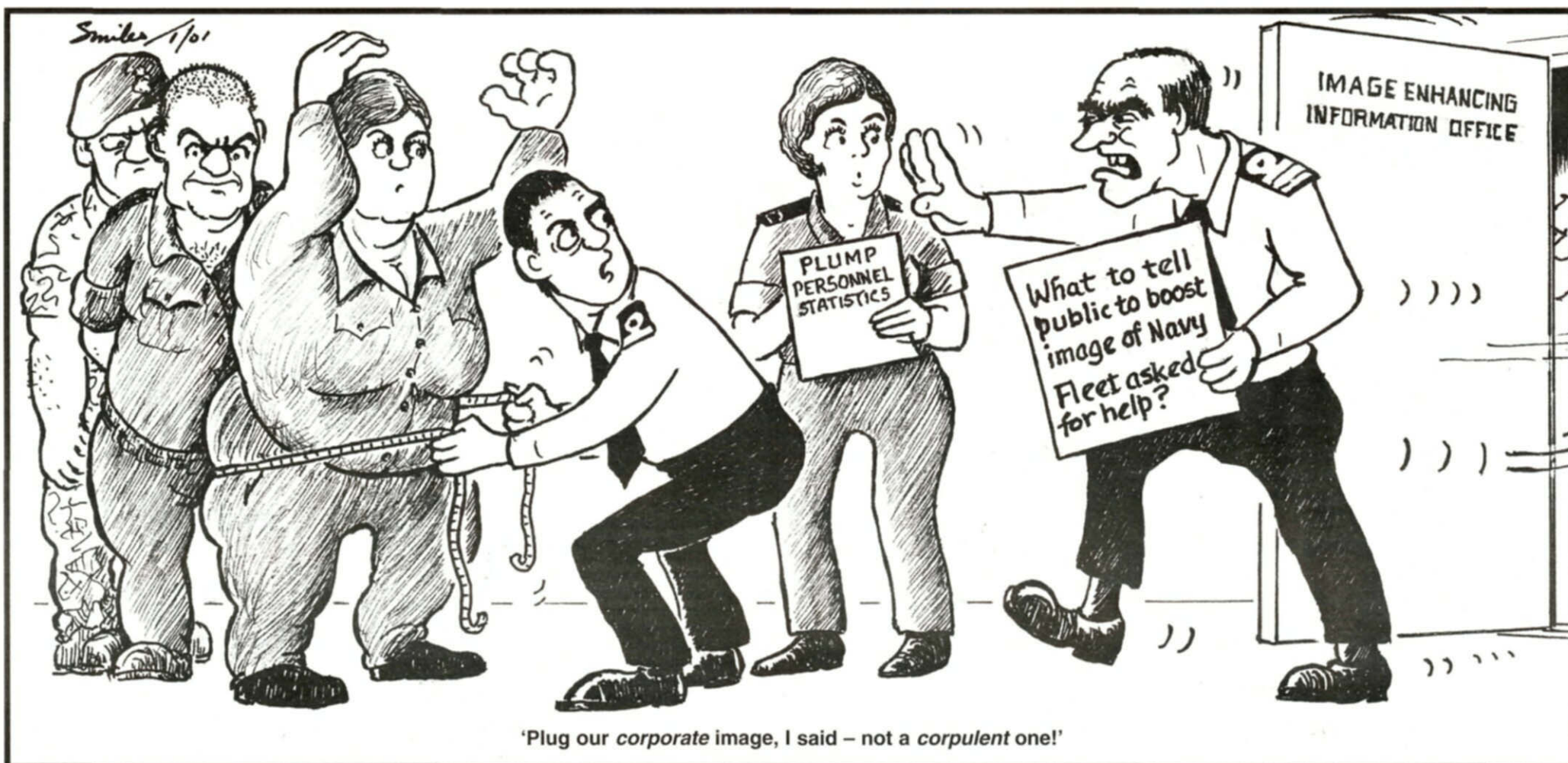
Lutjens has found an ideal escape route through the ice floes close to Greenland.



But in the evening, through a gap in the mist, HMS Suffolk spots the German ships seven miles astern.



Capt Ellis dives into a fog bank and sends a warning signal to his sister ship HMS Norfolk.



NEWSVIEW

A question of identity

DURING a recent episode of *Who Wants to be a Millionaire?* the contestant did not know which of the following represented the Royal Navy: the White Ensign, the Red Ensign, Trinity House or the RNLI.

The audience wasn't much help. And 'phone a friend' also drew a blank.

Here was proof, if any were needed, that the Navy's corporate image was in need of a makeover. Where once the White Ensign was recognised the world over, now apparently it is not even readily identified at home.

It may well be that the proliferation of badges and logos used in marketing the Senior Service in recent years has led to some confusion – but this is only part of the problem.

A little while ago a young BBC researcher called *Navy News* and in the course of her inquiries asked what a 'fry-gate' was. She was almost certainly a university graduate – and yet she was completely unfamiliar with the type of ship that today forms the backbone of the Fleet.

It was another telling illustration of the deep black hole of ignorance we have to combat these days. A black hole that may get deeper still over the next ten years or so as the number of people in the country with first-hand experience of the Senior Service is set to reduce by 50 per cent.

Another part of the problem may have to do with the huge growth of information technology over the past decade. It seems that everyone has a PC at their disposal. Soon everyone will have their own website, maybe – and eventually every one of us will have our own individual 'corporate identity'.

The result is that we are in danger of losing a sense of belonging to a wider family.

The Maritime Foundation was designed expressly to maintain that sense of family – and to promote a wider awareness of the importance of seafaring to our national identity and well-being.

In that respect, it has in short order been highly successful. Its protegee, the Maritime Volunteer Service, has continued to expand and progress.

The Chamber of Shipping also continues to make strides in linking all areas of the mercantile marine.

As an island nation, the security and defence of the country is dependent upon the sea. In this context, there needs to be a greater knowledge of the role of the Royal Navy in support of UK interests worldwide. Here the Sea Cadet Corps also does a splendid job in promoting awareness of the Naval role – and in providing a significant number of recruits to the Navy.

Meanwhile, there is no shortage of young people wanting to go to sea – but there are not enough ships in which to train and regenerate maritime skills.

Above all, the Navy's image needs to be known and recognised by young people. Because about half the people serving in the Navy today are young people under 25 – and are likely to be ten years from now, too.

Makeover plan for Service image

A MAJOR new study is under way to help improve the "corporate image" of the Royal Navy and improve competitive recruiting.

The Navy admits that the public lacks a detailed knowledge of the Naval Service whose "multiplicity of images" – key words, messages, logos and badges – are seen as possibly confusing and counter-productive.

The study into the Service's corporate communications and "branding image" is designed to help the RN make the best use of existing expertise and resources, coupled with the latest techniques in public communication.

As the first stage in the study, a team from the Central Office of Information has been collecting views and information from within the Royal Navy while visiting ships and establishments around the UK.

Final objective is to evolve a Navy-wide strategy that makes best use of resources to ensure that the public understand and support the RN and Royal Marines.

The project, led by Director Corporate Communications (Navy) with help from Director Naval Recruiting, is being co-ordinated by DNR's marketing department.

Service chiefs believe that the benefits of achieving the aim of the exercise will include a greater ability to attract recruits of the right calibre in an increasingly competitive market.

Warrior's Lottery windfall

HMS WARRIOR 1860, Britain's first iron-hulled armoured warship preserved at Portsmouth, has received £725,000 from the Heritage Lottery Fund.

The money will go towards replacing the upper deck, which is deteriorating rapidly and leaking badly.

Navy double in writing awards

NAVY NEWS Editor Jim Allaway received the Maritime Foundation's Desmond Wettern Maritime Media Award 2000 for "the most constructive contribution to the maritime affairs of the United Kingdom."

Also presented for the first time by the Countess Mountbatten of Burma was the Mountbatten Maritime Prize, awarded to Rear Admiral Richard Hill for his three books *Prizes of War*, *Lewin of Greenwich* and *War at Sea in the Ironclad Age* (see page 31).

At a reception on board HMS Wellington on the Thames Embankment, Lady Mountbatten spoke of "the vital need for us all to keep presenting Britain's maritime industry to the wider audience at every possible opportunity."

"This great industry which has served our nation so admirably over the centuries both in peace and war has not been fully recognised over the past 20 years," she said.

"Last year the tide began to change with the launching of the new incentives to attract ships back on to the UK register and to regenerate the pool of British seafaring skills. It remains to be seen whether these measures are having a significant effect – but it is the maritime skills which are so vital."

Lady Mountbatten noted that the Royal Navy and Royal Marines "working within ever tighter constraints have continued to fulfil their world-wide com-

mitments – peacekeeping in Kosovo and Sierra Leone, the ongoing Gulf patrols, humanitarian work in Mozambique to name but a few."

"The Chamber of Shipping also continues to make good progress in fusing together all areas of the mercantile marine. At home, the Maritime Volunteer Service has continued to expand and progress."

There was also news on the gunboat Melik which was built on the Thames in 1897. A Presidential Committee had been set up to activate her restoration and the Melik Society had been included as a member.

Guest speaker was veteran broadcaster and war correspondent Michael Nicholson who made a plea to make Greenwich the heart of Britain's maritime industries and its heritage.

Greenwich University has recently established the Greenwich Maritime Institute as a centre for research and post graduate studies.

It is hoped to raise £100,000 through the founding sponsoring bodies – the GMI, Maritime Foundation and Fishmongers Company – for a joint working party to examine the establishment of a world class maritime institute which would also enable Greenwich to become the natural meeting place and focus for all involved in the UK maritime sector.

It would offer a comprehensive range of maritime heritage, academic education, vocational training and consultancy services on all maritime matters.

Also a shop window for the maritime industries and city maritime services and a home for trade associations and maritime support organisations.



● Navy News Editor Jim Allaway (left) with Countess Mountbatten and Rear Admiral Richard Hill on board HMS Wellington.

Marines prepare to take on the Pacific

ROYAL MARINES Tim Welford and Dom Mee will need more than a stroke of luck to see them through their next adventure.

They will soon be paddling away from the coast of Japan at the start of a 5,000-mile row across the Pacific to America.

It's only been done once before, by the Frenchman Gerrard D'Arbaville who completed the voyage in 132 days in 1992.

And the last person to try, British ocean rower Peter Bird, was lost at sea on his fifth attempt to row from one continent to another.

The two Royal Marines corporals from RM Poole and the Commando Logistics Regiment at Chivenor have no illusions about the difficulties and dangers they will face when they set off from Choshi in May.

As they make their way across the North Pacific to San Francisco ferocious storms and heavy seas will have to be endured.

And there will be a constant threat from floating logs, abandoned containers and huge merchant vessels which could run them down without even noticing.

In their favour, they have plenty of experience to draw on.

Cpl Welford rowed across the Atlantic in 1997 and Cpl Mee has sailed through some of the roughest seas in the world in offshore yacht races such as the infamous Sydney to Hobart.

And they are determined to set a new world record by making it across the Pacific in just 120 days.

Cpl Welford said: "We will be following the same route as Gerrard D'Arbaville but the difference is that we will be out to beat the record."

"When Gerrard didn't feel like rowing, he didn't row, he just wanted to get across, but we will be keeping the boat moving 24 hours a day, weather permitting."

"We're hoping to get across before the big storms hit. If we don't we are in for a hell of a rough time."

"Rowing in three-hour shifts we expect to average between two and three knots, depending on the surf conditions, and we are aiming to make it across in 120 days."

Leaving Japan in early May will give the team the best chance of avoiding the worst of the North Pacific weather but it will get progressively worse as they voyage goes on.

Cpl Mee said: "The seas in the North Pacific can be savage and we are hoping to be in San Francisco before the big storms hit because they are ferocious."

"If we haven't reached land by that time we are going to have a hell of a rough time."

"The worst part of the trip could come as we approach coast of America. There are very few ports and there's no way that we want to be trying to land on a beach in the surf, it's too treacherous."

"Ocean rowing gets really dangerous when you are near land because the elements have such control over you. In a yacht you can turn into a storm and beat away, but you can't do that in a rowing boat."

In a month's time their boat will be loaded on to a P&O Nedlloyd cargo vessel for shipping to their start point at Choshi, about 100 miles East of Tokyo.

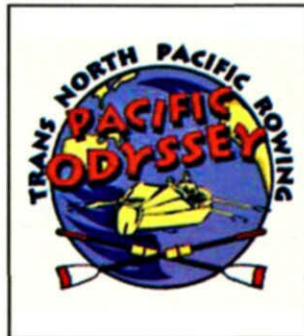
And the team are using their last few weeks with the boat to make sure that it is ready for anything the Pacific can throw at them.

Tim said: "It's a lottery every time you go to sea but there's a lot you can do to affect the odds in your favour by having the best boat, the best training, the right equipment, the right plan and the right communications."

"The boat has 14 water-tight compartments and it would take a good number of them to be holed before it could sink and she's designed along the lines of a lifeboat so she's fully



● THE BOAT: Dom and Tim in the 26-ft boat which they hope to row from Japan to the West coast of America. They set out in May.



self-righting.

"We've got a state-of-the-art comms package (provided by WO2 Al Keir from HQ & Signals Sqn RM) a tracking system which has a pin you can pull to give out a distress signal and an Electronic Position Indicating Radio Beacon (EPIRB).

"We will be wearing life jackets and safety harnesses at all times on deck and we will have search and rescue transponders on our bodies at all times."

"And we are working on a proximity device which will set off a massive alarm to warn your mate if you fall off the boat. All angles which can be covered are covered."

There's no doubt that the

"It's a lottery every time you go to sea, but there's a lot you can do to affect the odds in your favour..."

men are taking their safety seriously, but there is no disguising the fact that they are looking forward to the voyage and can't wait to get started.

Cpl Welford said: "There will be some fantastic experiences - a flat calm sea with the moon up and not a sound apart from the bows cutting through the water, looking down seeing puddles of phosphorescence explode off the end of the oars."

"Even in rough seas, surfing a one-tonne boat down a 40ft wave at nine knots, you have an infectious grin on your face. You just can't stop smiling."

ing.

"Then there's dolphins and whales which come close to the boat, birds all the way across, the sky at night and in the morning and the laughs - I have never laughed so much as when I rowed across the Atlantic with Wayne Callaghan."

And for Cpl Mee the dangers of the trip are part of the attraction. He said: "Something like this is never 100 per cent. There are risks but if there weren't there wouldn't be the excitement that makes you want to do it."

"Ocean rowing gets really dangerous near land - the elements have such control over you..."

□ Navy News will keep track of the team's progress as set out across the Pacific and a website has been set up by ex-RM WO2 Ian Brown.

The address is:
pacific-odyssey.co.uk



● PACIFIC DUO: Royal Marines Dom Mee (left) and Tim Welford who are making their final preparations for a 5,000-mile row across the Pacific Ocean from Japan to the USA.



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THE WOMEN

**Many
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A SERIES of big family welcomes awaited over 20 ships of the Fleet which came sailing in for Christmas and the New Year after many months of exercises and operations spanning the globe.

Among the warmest welcomes were those reserved for the ships whose officers and men were returning after one of the Navy's longest deployments for several years - Naval Task Group 2000.

The group's three RN warships and two Royal Fleet Auxiliary support vessels arrived home on November 23 after voyages which lasted 207 days, totalled 40,000 miles and took them around the world.

HM ships **Cornwall** and **Sutherland** came home to Devonport, while HMS **Newcastle** returned to her Portsmouth base. Also back were stores ship RFA **Fort Victoria** and tanker RFA **Bayleaf**, the staunch supports of the NTG 2000 warships throughout their odyssey.

As well as being welcome by loved ones, the NTG 2000 ships received the congratulations of the Commander UK Task Group, Rear Admiral Stephen Meyer, and the C-in-C Fleet, Admiral Sir Nigel Essenhigh.

During the deployment, which began on May 7, the ships between them visited 39 ports in 29 countries and exercised with the navies of 22 nations. The deployment also broke new ground in including a French warship, the frigate **Aconit**, which demonstrated growing Anglo-French defence co-operation.

A ship which had been away almost as long as NTG 2000, HMS **Argyll**, returned to her Devonport base on November 10. Argyll, which deployed at

the beginning of May on patrol, was diverted to trouble flared again in S

The Type 23 frigate participated during the rescue of the hostages taken by rebels. When relieved the following day, her sister-ship, HMS Iron Duke, then free to visit Namibia, Freetown, and exercise with the African Air Force. She was the Governor of St Helena for the first time to the island – and after a short stay, she made her final visit, to T

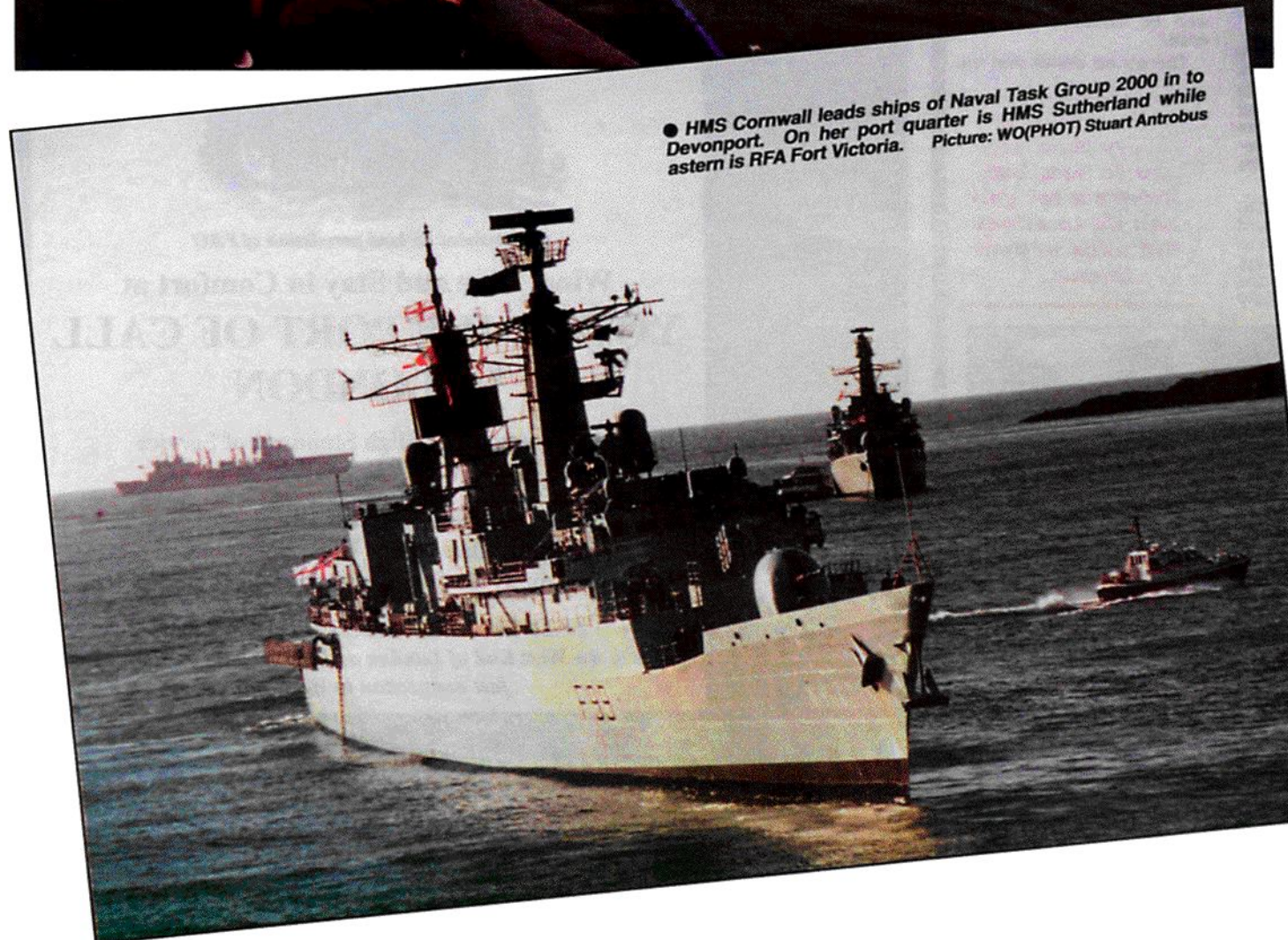
By the time Arg home she had stea 35,000 miles – equi times around the wo

Meanwhile HMS **Card** Portsmouth on November month deployment to which involved hurricane tions on Caye Caulker is Keith left the 900 isl power, food and water 30 per cent of homes.

Also returning from was the tanker RFA **Black** had spent ten months at 70 replenishments at sea different nations. She, relief operations on Cay, plying fresh water and p



● **HMS Cardiff returns from the Caribbean and (above) MEM Chris Breadmore of HMS Newcastle is greeted by wife Susan and daughter Kirsty at Portsmouth.**
Pictures: LA(PHOTs) Dave Whittaker and Artie Shaw



● HMS Cornwall leads ships of Naval Task Group 2000 in to Devonport. On her port quarter is HMS Sutherland while astern is RFA Fort Victoria. Picture: WO(PHOT) Stuart Antrobus



● **With the Mediterranean – and a ship fire – in the past, and tell, WEM Joe Johnson is welcomed home by his wife Nadine and old son George.** Picture: LW/PH

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d a few tales to
and three-year-
(HOT) Christine Wood

In Dominica her ship's company raised \$2,000 for the local heart foundation.

Another mission of mercy figured prominently in the 11-week deployment by aircraft carrier HMS *Invincible*, which ended when she came home to Portsmouth on November 19.

For a long time the ship's company will remember the horrors of the Greek ferry tragedy off Paros in September, as well as her feat in saving 12 survivors - including two British women - clinging to a tiny rock. It was the carrier's second search-and-rescue operation within a few days - earlier her helicopters of 814 Naval Air Squadron saved two Frenchmen from their sinking yacht off the Algerian coast.

The ship's exercises in the Mediterranean included work with the 80,000-tonne carrier USS *George Washington*. For two days the warships exchanged personnel at all levels and conducted a series of air defence exercises.

Between work serials *Invincible* visited Haifa, Cyprus, Malta and Majorca.

By far the largest number of ships on a single deployment were committed to Exercises Argonaut 2000 and Destined Glory in the Med.

Assault carrier HMS *Ocean* played a key role in NATO's *Destined Glory*, returned to Devonport on December 1, later than planned due to Operation *Silkman* - the Amphibious Ready Group's redeployment following renewed tensions in Sierra Leone.

Her orders to divert to Sierra Leone with members of 42 Cdo embarked came when the carrier was visiting Istanbul where she hosted a Defence Industry day. While taking part in the series of amphibious exercises in the Med she made goodwill visits to ports on the Eastern Atlantic, Mediterranean and Black Sea.

Other members of the group included the assault ship HMS *Fearless*, the Type 23 frigate HMS *Northumberland*, a mine countermeasures group, the landing ships RFA *Sir Galahad* and *Sir Bedivere*, and the supply ship RFA *Fort Austin*.

Also there was RFA *Argus* which was used as a helicopter landing base. She returned to Plymouth at the end of November.

HMS *Fearless*, which also took part in *Argonaut 2000*, was meant to join *Ocean* in *Silkman*, but the fire she suffered in her engine room brought her home on November 16.

Flag Officer Surface Flotilla, Rear Admiral Ian Forbes, embarked in her for her entry into Portsmouth where she will be repaired and overhauled to be ready for service by April.

On December 2 the 35th anniversary of the ship's commissioning was celebrated on board by a gathering of 24 officers of that first commission. The event, hosted by the ship's present CO, Capt Chris Parry, was attended by *Fearless*'s first

Commanding Officer, Capt Hugh Corbett RN (ret'd), and two midshipmen at the time - Vice Admiral Fabian Malbon, Deputy Fleet Commander; and Commodore Barry Goldman, Commodore Minewarfare.

Other ships returning from the Mediterranean exercises included the Type 23 frigate HMS *Northumberland* which entered Devonport on December 6.

While in the Med, *Northumberland* also took part in the French-led Exercise *Sarment* during which she embarked a French Lynx helicopter. The ship visited Toulon, Cyprus, Syria and - with HMS *Fearless*, HMS *Scott* and the minehunters - was among one of the largest groups of warships to visit Malta for several years.

The mine ships *Pembroke* and *Middleton* came back to Portsmouth on December 4 after a deployment that took them 7,000 miles and to seven countries. Their main focus was Exercise *Destined Glory* involving 50 other warships off the Turkish coast.

The ships formed a task group including the Scottish-based vessels *Penzance* and *Sandown* with the survey ship HMS *Scott* in command and support. *Scott* detached from the group in early November, and the four minehunters demonstrated considerable sustainability in returning to the UK unaided, notably through the Bay of Biscay in December.

On December 8 HMS *Grafton* returned from her duties with NATO's Standing Naval Force Atlantic (SNFL) which she took up in July. Six days later she handed over her role to HMS *Campbeltown*.

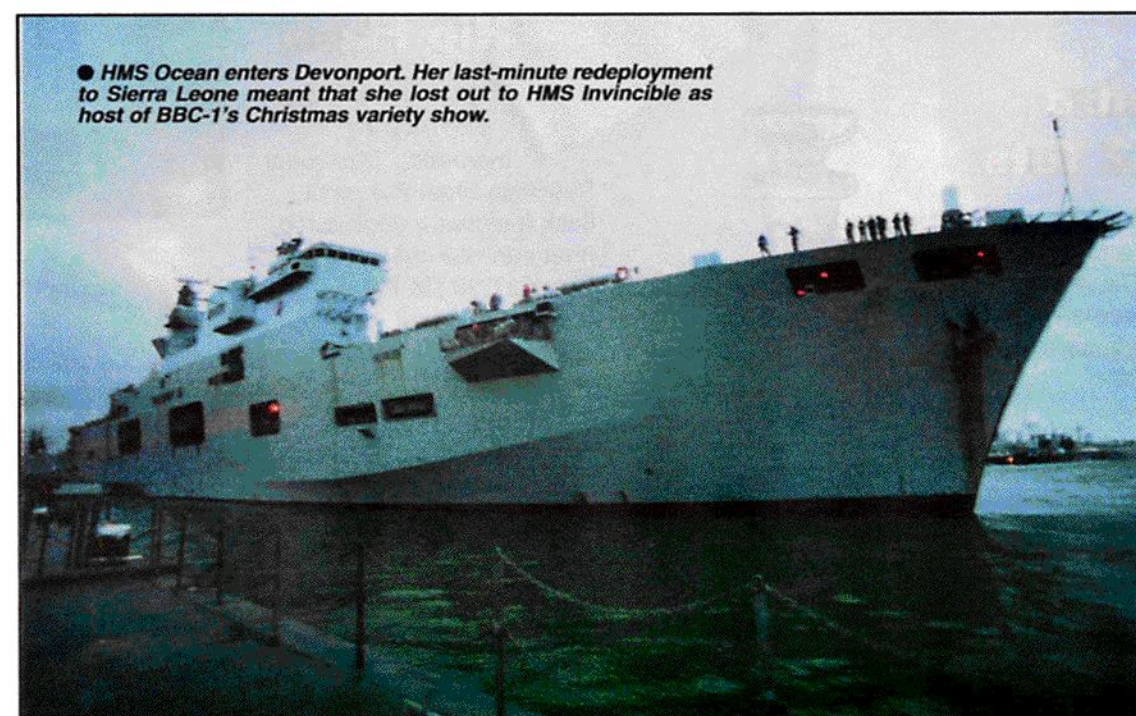
During her five months with SNFL *Grafton* travelled 8,264 miles, her Lynx flight achieved almost 200 flying hours and she welcomed a total of almost 3,000 visitors on board during port stand-offs.

As *Navy News* went to press, other arrivals from deployment included HMS *York*, from Standing Naval Force Mediterranean, on December 18; and HMS *Liverpool*, which was diverted to relieve HMS *Iron Duke* off Sierra Leone.

During five days ashore in Freetown members of the ship's company gave the community a helping hand by painting a maternity clinic and repairing a school.



Invincible steals the Christmas TV show



● HMS *Ocean* enters Devonport. Her last-minute redeployment to Sierra Leone meant that she lost out to HMS *Invincible* as host of BBC-1's Christmas variety show.

POP group S Club 7 bring a spot of glamour to the flight deck of HMS *Invincible* as part of a surprise Christmas show on board.

The group were among the stars who spent four days in the carrier to record a BBC-1 Christmas Day extravaganza.

Homeward Bound for Christmas, for the British Forces Foundation, was due to be staged on board HMS *Ocean*, but when the helicopter carrier was redeployed to Sierra Leone, *Invincible* 'stole' the show by being tasked to stand in at the last minute.

She embarked the entertainers for four days at Malaga in Spain. Hosted by Jim Davidson and Suzi Perry, stars also included Martine McCutcheon, the pop group Atomic Kitten, Melinda Messenger, Sir John Mills and Olympic gold medalist rowers Steve Redgrave and Mathew Pinsent.

Working with BBC staff, 100 members of the ship's company transformed the hangar into a spectacular stage set with seating for an audience of 1,000 - enough for the *Invincibles* and 120 Royal Marines embarked in RFA *Sir Galahad*.

HAPPY NEW YEAR!

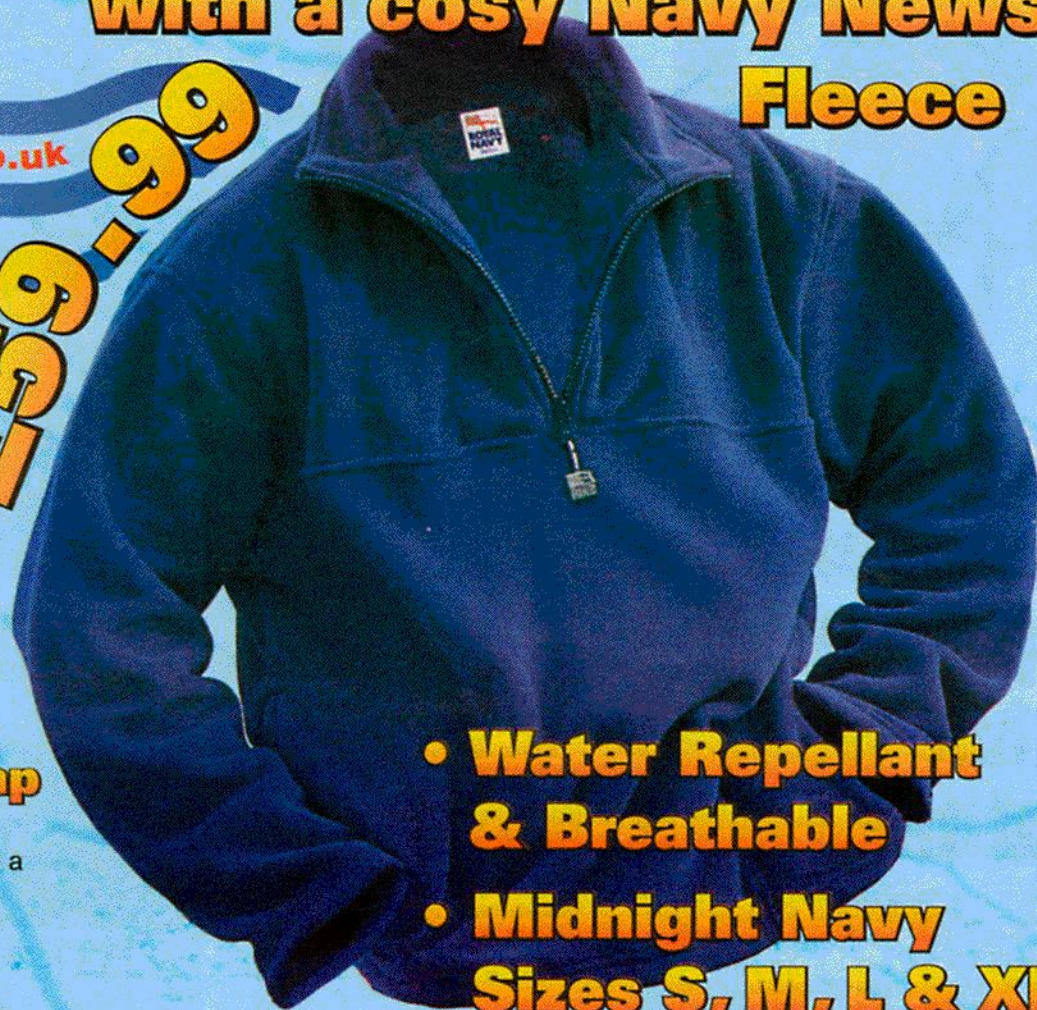
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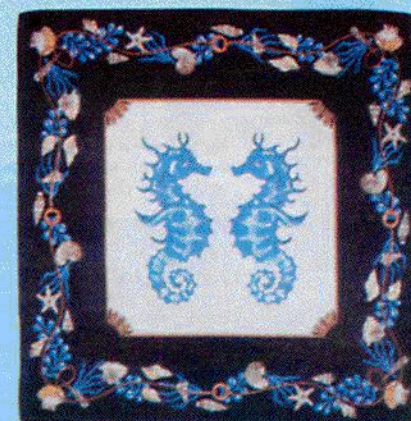
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Tourists go so close

EXPECTATIONS of blue skies and fine beaches by RN volleyball players touring Australia were dashed when the 18-strong squad was met by rain and beaches closed by the first shark attack in 75 years.

But the sun soon emerged, and the men and women soon settled down to training for the Australian Defence Force championships.

The six-day tournament had teams featuring the best Servicemen and women of each of the Australian territories, but both the RN teams set off at a cracking pace.

The women started by beating pre-tournament favourites Queensland, as well as NSW and Victoria, but lost to hosts Western Australia and ACT, leaving them third of six after round one.

In the men's event, the Navy lost just once, drawing twice and winning the rest to give them a good chance of reaching the play-offs.

A final round-robin win against strong title contenders NSW, which the Navy swept aside 3-0, left the injury-hit British in second place behind Queensland.

The women's team fared better with injuries, but they had to rely on other teams playing their part to ensure they got through to the play-offs.

In the knock-out stages, the women again faced

Queensland, but despite a fine showing, the Australian team won a thrilling match 3-2, with just two points separating the teams in the final set.

Their male counterparts also came a cropper, coming up against NSW – but the state side showed they had learned their lessons from the previous day, winning another epic five-set game.

With both teams out – but having made their marks – there was time to enjoy the scenery and the hospitality of their hosts before returning to the rainy UK and a number of tournaments, including the inter-Services and Crown Services events.

Members of the men's squad believe the Australian tour was the best volleyball played by a Navy side in 20 years, and that a few younger players – the average age of the squad was 38 – would have made them even stronger contenders.

Like the men, the women's team is also seeking new players; anyone interested in playing or learning how to play should contact their PTI.

Navy training takes place every Thursday (mixed) at HMS Sultan (7pm to 9pm) and Tuesday (women's) at HMS Nelson (6pm to 8pm).



● LT CDR Vincent Dobbin (right) helps the US Navy secure a last-gasp 24-19 victory over the US Army in the annual US Strategic Command flag football competition at Offutt Air Force Base, Nebraska, where the Royal Navy man is serving as Deputy UK Liaison Officer. The game was watched by around 50 hardy souls who braved snow and temperatures below freezing. Flag football is a non-contact version of American football, similar in concept to touch rugby.

RN athletes win contest Down Under

EIGHT Navy athletes joined the Combined Services track and field tour to Australia – and proved themselves top dogs in the military showdown, writes Lt Graeme Riley.

Arriving in Australia as they had left the UK – in pouring rain – the weather changed in time for the Australian Defence Forces championships.

But the searing heat and rival athletes were seen off as the Combined Services won both men's and women's events, ahead of the Australian Army.

The pick of Navy performances came from LPT Gary Ibbotson (HMS Raleigh), who was close to his personal best when he won the 400m in 51.5s, and he went on to anchor the 4x400m relay team to victory. Gary is one of a number of RN athletes who could well go below 50s this year.

Mne Wayne Dasher (HQRN) finished second in the 1,500m and 3,000m steeplechase before anchoring the 4x1,200m relay team to second.

Musn Jon Roberts (RM Band) performed doggedly, despite injury, to claim high jump silver.

Surg Lt Julie Robin (RH Haslar) threw over 37m in the discus but still finished second to a talented Aussie, while former RN sportswoman of the year, S/Lt Carolyn Kenyon (HMS Illustrous) finished second in the 800m before a ground-breaking win in the 2,000m steeplechase.

The squad then returned to Sydney for the tough Inter Club Open meeting, where Julie Robin threw the discus 39.49m – a new RN record, if ratified – and Gary Ibbotson ran two personal bests.

The success of Navy athletes could pave the way for a future RN tour to Australia – but first a 30-strong Senior Service party will turn its attention to a track and field tour to the US in the spring.

■ More sport – pages 42 and 43.



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GIRLS' DAY SCHOOL TRUST

FINANCIAL ASSISTANCE AVAILABLE IN THE SENIOR SCHOOL



PORTSMOUTH High School held a very special remembrance service when they played host to the Rev Bill Matthews, a Royal Navy chaplain from the town's Naval base, and Band C/Sgt Richard Tilly from HMS Collingwood.

They are pictured here with the Head of the Junior School, Penn Kirk, and pupils (l-r) Grace Newcombe, Zarrin Kadir, Pamela Kamel and Amy Lewis.

The school has major links with the Navy, having been part of the community for well over a century.

Miss Kirk said: "I really wanted the girls to experience an assembly that brought home the message and meaning of Remembrance Day, and for them all to recognise why it is important that future generations never forget the commitment and sacrifice made by so many."

"The Rev Matthews very kindly offered to hold the service for us, and it was a privilege to hear *The Last Post* played in our own hall."

A string quartet whose players were pupils rendered *O God Our Help in Ages Past* followed by Handel's *Solemn March*. A minute's silence was observed and poppies fell from the balcony above.

At the end the girls marched out of the hall to the sound of *The Thin Red Line* performed by the Rev Matthews and C/Sgt Tilly on clarinet and trumpet.

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■ Arrange new-for-old in preference to reinstatement cover.

■ Insure all your possessions for their full value.

■ Don't forget to include your kit and any other Service equipment for which you are responsible.

And finally, are you thinking of buying a house?

Check out thoroughly the likelihood of flood damage in the future. Is the house near a river? Is it built on a flood plain?

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● THIS feature was provided by Warrior Group Ltd, which in partnership with Naafi, offers financial services to members of the Armed Forces. Further information: From UK or Germany, call Warrior on freephone 00800 21222324. From other parts of the world, call on 44 1959 568969.

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14.9% APR	Monthly	73.54	56.22	118.90	102.54	293.36	269.42
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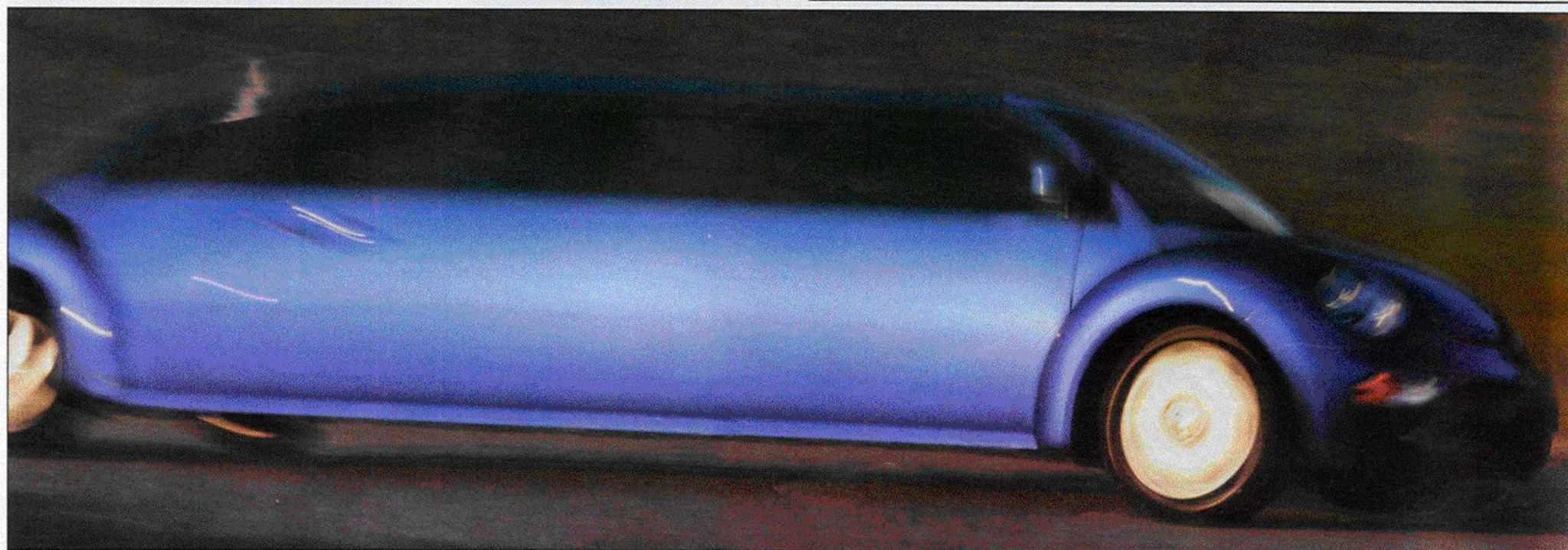
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Education



Top swimmer Max gets a taste of the Olympics

THIS thrilling taste of the Olympic Games came for young Portsmouth swimmer Max Underhay when he received a gold medal from Karen Legg, a member of the British Olympic swimming squad, who presented prizes at the National Age Group Championships in Coventry.

A pupil at St John's College, Southsea, Max won three gold medals, two silvers and a bronze at the championships, sponsored by Kellogg's Frosties. He also set eight personal bests and is now the top British swimmer under the age of 14.

He accumulated 54 points – 11 ahead of his nearest rival, helping Portsmouth Northsea club to win the top boys club award.

Max has started this season by being selected to swim for Hampshire in the inter-county championships in Sheffield, and in the English schools national championships in the Isle of Man.

This term Max has taken up a sports scholarship at St John's to help him further his outstanding swimming achievements.

Through the school's support and the encouragement of his family and friends, it may not be too long before Max savours the delight of winning his own Olympic medal.

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At Your Leisure



RETURN MATCH FOR MARRYAT AND VANCOUVER



● Capt George Vancouver

TWO NAVY Captains whose achievements have been curiously neglected by biographers now step back into the spotlight.

Captain Marryat is today chiefly remembered for his later novel *Children of the New Forest*, set in the English Civil War. But he was England's most famous author in the years between Jane Austen and Charles Dickens and made his name with stories of the sea such as *Frank Mildmay* and *Mr Midshipman Easy*, based on his own distinguished career in the Navy during the Napoleonic Wars.

In these he invented a fictional genre of which C. S. Forester and Patrick O'Brian are the modern descendants.

Tom Pocock pulls all these threads together in *Captain Marryat – Seaman, Writer and Adventurer* (Chatham Publishing £19.95) – revealing a life as extravagant as anything Marryat put into his books.

As a boy he went to sea with Lord Cochrane, the most dashing frigate captain of them all, and saw action in spectacular engagements. He fought the Americans in 1812 – who lionised

him as a celebrated author and then reviled him for helping to suppress a French-Canadian rebellion.

A man of charm and wit, he also had a hot temper – he was once fined for brawling in the streets of London – and was wildly extravagant, managing to spend two inherited fortunes while wasting huge sums of money made from his writing.

Finally, he gambled away his London house and retired to Norfolk to farm. When he died at 56, his obituaries were brief, the critics having taken to dismissing him as a writer for children and forgetting his great novels of Navy life.

When Capt James Cook was ordered to seek a western entrance to the fabled North West Passage, his instructions allowed him no more than the briefest contact with the much-broken and mountainous coast of north-west America – so the burden of that coastal survey fell to George Vancouver, one of his midshipmen.

Partly as a result of Spanish attacks on British shipping and partly with a desire to gain territory, the British Government sent him with the ships *Discovery* and *Chatham* on a voyage of diplomacy and survey that took him all the way

around the world.

Unversed in the former, he struggled long and hard to maintain his country's interests – and managed to earn the deep friendship and admiration of his Spanish opponents. His remarkably accurate survey of the difficult coast was to set a standard that was to last for well over a century.

He was away five years and returned with new lands discovered, the sovereignty of Hawaii in his pocket and surprisingly few casualties, yet he had had a hard time dealing with extraordinarily young ship's companies, inexperienced officers – and a ship's surgeon dedicated to his captain's downfall.

When crew members spoke against him, the Establishment took their word against his and, his own health broken, he died less than three years after his return, in 1798, at the age of 40, his last years beset by debt and a long battle with the authorities over his share of prize money.

E. C. Coleman sets the record straight in *Captain Vancouver – North West Navigator* (Caedmon of Whitby £20).



● Capt Frederick Marryat

Asquith – hero of the RND

ONE OF the crack formations which made up the spearhead of the British Expeditionary Force was the Royal Naval Division, an extraordinary unit formed by Winston Churchill at the start of World War I to provide a maritime intervention force under Naval control.

The RND fought at Antwerp and Gallipoli and then spent the rest of the war on the Western Front. It suffered horrendous casualties as a "stormer" unit with more than 11,000 killed and nearly 31,000 wounded – more than the Navy at sea.

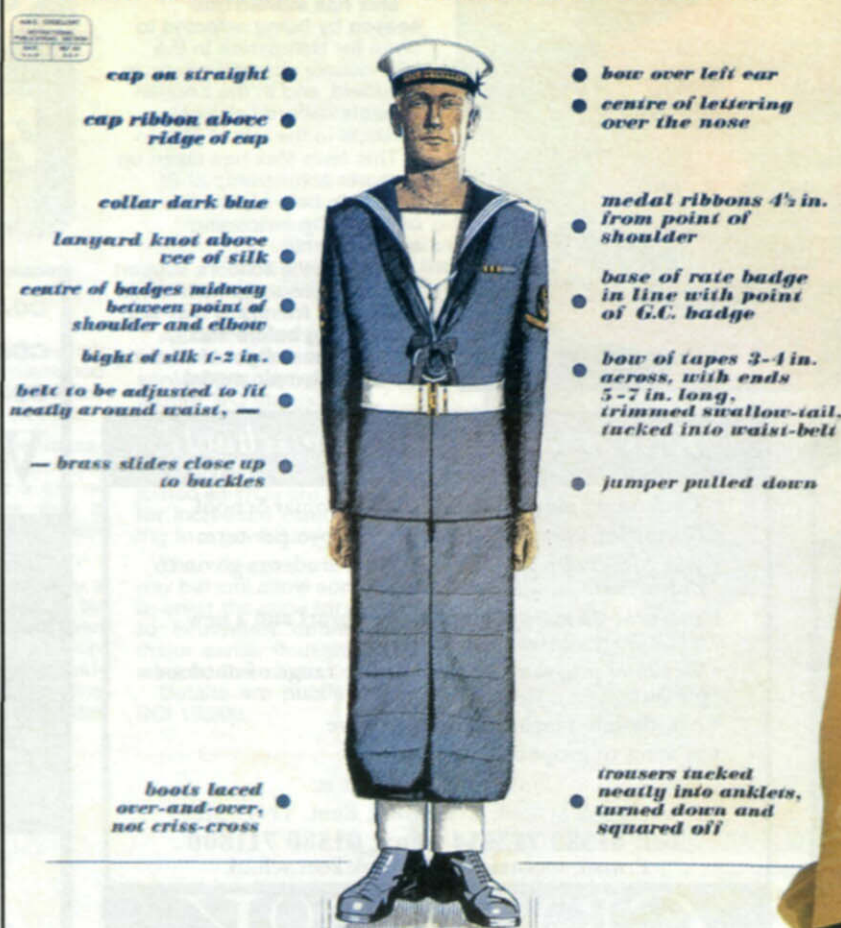
It was while researching the RND's war record and personalities that Christopher Page, a serving Naval officer with an MA in war studies, kept coming across the name of Arthur Asquith, third son of Prime Minister Herbert Asquith. He discovered that he was one of the unsung heroes of the war, a "natural" soldier who rose from Sub Lieutenant to Brigadier General in just over three years – and has now published his story as *Command in the Royal Naval Division* (Spellmount £20).

Drawing upon a wealth of previously unpublished sources in private papers, including a complete set of Officer's Field Service Notebooks and the diary of Lt Cdr F. S. Kelly, Page reveals a modest, unassuming man whose leadership, decency and courage became a legend.

Arthur 'Oe' Asquith won three DSOs and the Croix de Guerre, was recommended for the VC and DSC and was wounded no less than four times.

This account of his life reveals just how vital to the British Army's success was the leadership and bravery of Company and Battalion officers of the RND. As Correlli Barnett observes in the foreword, it must be "essential reading... especially for those who persist in representing the British fighting men as victims led by incompetents."

A CORRECTLY DRESSED RATING



Class II uniform (Drill Order)

● Changing patterns – the guide to correct dress (left) was issued by the Publications Section of HMS Excellent in April 1957. Below: the tunic of an officer of the Royal Naval Division in World War I. Only the sleeve insignia of rank and the cap badge differ markedly from an Army officer's tunic.

— From *An Illustrated History of the Royal Navy* by John Winton (Salamander £25), published in association with the Royal Naval Museum.



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Beatrice's harbour view

BOAT tours to view the warships in Portsmouth Harbour were as popular a century ago as they are now, it appears.

In 1884 the young Beatrice Potter – yet to write the first of her best-selling children's books – saw the *St Vincent*, *Duke of Wellington* and *Victory* at close quarters and wrote in her diary: "I think this ship was one of the most picturesque sights imaginable, particularly from close under the stairs – looking up at the queer little port-holes, and the end like a quaint carved old house..."

The illustration, showing the sort of launch Beatrice would have boarded, with the *Victory* and the *Duke of Wellington* moored mid-stream, is taken from *Southsea Past* (Phillimore £14.99) by Sarah Quail



At Your Leisure

IRONCLADS DESTINED FOR ACTION

IN WRITING about *War at Sea in the Ironclad Age* (Cassell £20) Richard Hill at first thought he was faced with a singular difficulty – there wasn't that much of it.

More 'To Sail No More'

A SURPRISING success story is Maritime Books' *To Sail No More* series, Part 4 just out at £14.95 with Part 5 to follow shortly.

Ian Buxton's latest collection of photographs of warships laid up awaiting or even enduring the breaker's yard smacks of necrophilia – but obviously he knows his market.

The market in scrap, he says, had its first big boost with Fisher's first appointment as First Sea Lord in October 1904.

The Navy had been inflated with obsolete vessels, absorbing men and materials needed elsewhere – and 154 were quickly removed from the effective list.

Another huge surge of disposals followed the end of World War I, while after World War II ships were scrapped under the BISCO system – not sold to shipbreakers but "handed over" for demolition, with net proceeds later returned to the Government.

Although the significance of these heavyweight warships was demonstrated during the Crimean War and confirmed in the American Civil War, it was not until the crushing defeat of the Russian fleet at Tsushima in 1905 that they truly became instruments of strategic victory.

And that was at once their loudest fanfare and their last – HMS Dreadnought was laid down in the very same month.

Nevertheless, the story of the strong international competition that sparked the development of ironclad warships – thereby ensuring British dominance at sea and securing for her the most extensive empire the world has ever seen – makes fascinating reading.

The author also examines the rapid social evolution that occurred in the navies of the time, with enhanced education, new roles at sea and increased training of officers and men.

There was also rapid growth in theoretical studies of naval warfare, exemplified in the doctrines of Mahan and Corbett.

And although the Royal Navy was rarely involved in major combat operations in this period – it was simply too powerful for anyone else to take on – other navies were.

Here we have, in fascinating, sumptuously illustrated detail, ironclad action at Lissa, Angamos Point, Alexandria, the Yalu and Santiago – the US Navy's crushing victories at sea in the Spanish-American War of 1898 providing



●IRONCLAD ACTION: The victorious American squadron at the battle of Santiago. As in all such paintings, the ships appear closer together and in better order than they were in real life.

proof, if any were needed, that the USA's "manifest destiny" lay in the domain of the sea as well as the land.

If Tsushima was the most tactically decisive fleet action of the ironclad age, Santiago, Cuba, July 3, 1898 was probably the most one-sided. The Spanish Admiral Cervera's motley collection of warships was trapped in the harbour, menaced from land by an advancing American force and blockaded by sea.

It was ordered by Madrid to attempt to break out – whereupon it was annihilated by a much superior American force. All but one of the force of six vessels were destroyed.

The carnage on board the Spanish ships was severe and they fought with great courage. Cervera, who had displayed much personal heroism, survived, was treated with courtesy by his captors and subsequently acquitted by a court martial in Spain.

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ScreenScene

— by Bob Baker

Archie Belaney, the original eco-warrior

Grey Owl is, among other things, an illustration of the possibilities from which we have to choose our identity in life, no matter how far-fetched that identity may seem.

Archie Belaney was a Hastings grammar school boy in the early 20th century who was obsessed with the life and culture of the North American Indian. He emigrated to Canada and over the years became accepted as a native-born Mohawk trapper, an authority on wild life and Indian customs, and a best-selling writer.

But his imposture, if that's the right word, was eventually exposed and the ex-Archie, Grey Owl, retreated in disgrace into the wilderness where he died a year or two later.

There's something for everyone here. The imposing landscapes and the variously savage or cuddly creatures who inhabit it; a star vehicle for Pierce Brosnan, as he confronts unscrupulous fur traders and carries on a love affair with a Mohawk maiden named Pony; a disquisition on the nature of illusion and reality; and a heartfelt plea for conservation, via Archie's/Grey Owl's exhortation that we should regard ourselves as the Earth's servants, not its masters.

There's no possible way to link *Grey Owl* with *Bedazzled*, a remake of the Peter Cook/Dudley Moore comedy of 1967. The original looks pretty dated by now and, in truth, wasn't all that great to begin with – in other words, an excellent choice for a remake, offering material that can be updated and improved. (After all, as last year's *Psycho* demonstrated, there is absolutely no point in reworking movies which were entirely successful the first time round.)

It's a farcical variation on the legend of Faust. Amiable oaf Elliot (Brendan Fraser) is confronted by the devil, in the bedazzling form of Elizabeth Hurley, offering the usual proposition: a number of wishes – seven, which is quite high for this sort of deal – in exchange for his soul.

The central joke of the picture is the way in which each wish is granted, but with a Satanic twist. For example, asking to be President of the United States, Elliot is turned into Abraham Lincoln one hour before the assassination.

For most male audiences, the first wish, or request, that would occur relates to Ms Hurley herself; but this is 12-certificate entertainment, and Elliot asks to be a basketball star instead. Still, possibilities for a further remake perhaps?

At Your Service

Over to You

James (Jim) Straughan: Colin's father was an aircraft mechanic in the FAA and served in several ships in the 1960s. If anyone recalls him, contact Colin at 61, Church Cowley Rd, Cowley, Oxford OX4 3JS, tel: 01865 771064, email: Jacqueline@annfloyd.freeserve.co.uk

HMS King Alfred: Would ex-RNVR personnel who trained at HMS King Alfred before the war contact Edward Payne, 54, West Avenue, Worthing, Sussex BN11 5NA, tel: 01903 505384.

Bill Biggs, ex-RN: Now aged late 70s, father also Bill Biggs, was in Buffs Regiment in the First World War. Family connections in Canterbury and Folkestone. Please contact cousin Betty on 01303 276429.

Training Ships: The training ships HMS Bristol, Britannia IV and Cabot were based in Muller Homes, Ashley Down Road, Bristol, during World War II. Would anyone who has knowledge of their exact location, i.e. in which of the five homes each ship was based, please contact Gillian V. Seward on 0117 962 1364. Precise dates would also be most helpful.

HMS Barossa D68, 2nd Class destroyer: model-maker is looking for photographs,

especially close-up on-board shots and any other literature or information which would be useful. Contact Harry Porter, 9, Lear Drive, Wistaston, Crewe, Cheshire CW2 8DP, tel: 01270 568068.

HMS Warrior 1954-55: Can anyone help R.J. Smith find a replacement rosette (yellow and orange) that was awarded to the ship's company by the French. They took two shiploads of refugees from the then French North Indo China to the South Indo China section. If you can help, please contact R.J. Smith, 142, Chakeshill Drive, Brentry, Bristol BS10 6PG, tel: 0117 959 2008.

Oliver Dalaway: Mike Ashton is looking for Oliver, who went to the Royal Hospital School, Holbrook, about 1980-85, and went on to become a submariner. He used to live in Glastonbury, where his mother ran a B&B. If anyone knows of him, could they contact his friend Mike at 5, The Terrace, Armscote, Stratford-upon-Avon, Warwickshire CV37 8DE, or email mike.armscote@ic24.net

International Association of Cape Horners: Calling all those who have taken part in a race (Whitbread, Volvo, BT etc) or any other race, record challenge, solo or private voyage which involved a rounding of Cape Horn. Would you like to join or rejoin this association? If so, contact Marc Kerry, 8, Macville Avenue, Wool, Dorset BH20 6BX, tel: 01929 462804.

HMS Belfast - Gunroom: W.J. Roper has a book, *The story of the Weather*, with an inscription: Presented to Instructor Lt H R Jones BSc ARIC RN by the gunroom of HMS Belfast at Port Chalmers, New Zealand in 1946. There is also a news cutting of HMS Belfast shelling the base at Yangdok - possibly in the Korean War. If this officer or his relatives contact W.J. Roper, 10, Sedgfield Court, Weymouth, Dorset DT4 0LD, he will gladly return same.

HMS Laforey/Laforey: Chris Page's father served on HMS Laforey, and was killed in August 1940. He is trying to find details of the ship type - he thinks it may have been a destroyer and was at Gosport at the time - also any information on its history and final destiny. If anyone can help, please contact Chris Page, 56, Hector St, Sealoun, Wellington, New Zealand, tel: 0064 4 3888665, or email: c-b56@paradise.net.nz

BYMS: Alan Howlett is trying to research his late brother's service in the Royal Navy during World War II, and would like to get in touch with anyone who served with him during this period. He was Ernie Howlett, and he served in the following ships (among others): HMMMS 246, 1943-44, HMBYMS 2217, 1944-45 and HMBYMS 2162, 1945-46. He has a number of Ernie's photos of the time, many of them showing his shipmates including Tich Lord, Jack Soer, Lofty Johnson, with others who are only identified by their nicknames (Tarto, George Henry, Bunts being some). Contact Alan at 18, Sainsbury Close, Andover, Hants SP10 2LE, tel: 01264 363133, email: alanjohn.howlett@virgin.net

Lt Cdr Michael Hepton Christopher Peer-Groves: Murray A. Louis is researching into the so-called 'Shetland Bus' story cover-

ing the transport of agents and materiel into occupied Norway during WWII. One Lt Cdr Michael Hepton Christopher Peer-Groves, RNVR, played some role in this SOE project, which was ultimately assisted by US Fleet Admiral Chester W. Nimitz, who supplied a few American destroyer escorts to the effort. Peer-Groves was awarded the Haakon VII Freedom Cross along with several other officers, including three admirals of the RN. If anyone can corroborate any of this story, could they contact Murray at SEI Investments Company, 1, Freedom Valley Dr., Oaks, PA, USA 19456-1100.

HMS Whitehaven: Jane Aires is looking for information about her late father, Frederick William Evans. He was born in Rugby, Warwickshire, in August 1922, enlisted September 15, 1941, and was demobbed on or around May 17, 1946. He trained at HMS Collingwood and served predominantly in minesweepers, mainly HMS Whitehaven. He also served on the light cruiser HMS Dido during the bombardment of Mersa Matruh. Some of his colleagues were Pingy Thornton, Ginger Tyler, Boots Bootle, Boy Smithson and Ablett. If anyone can help please contact Mrs Aires at 48, South Street, Rugby, Warwickshire CV21 3SF, tel: 01788 330504, or email: jane.aires@ntlworld.com

George Brown Wilson's granddaughter, Stacey Wilson, is trying to contact him. Only information known about him is that he was a Petty Officer, Radio Supervisor (D/JX 134202) and served in HMS Deepwater. He would now be about 75. If you can help, please contact André Burger, Registered Immigration Practitioner, PO Box Q572, QVB Post Office, Sydney, NSW, Australia 1230, or email: apburger@ozemail.com.au

HMS Pembroke: Scott Williamson would like to hear from anyone who served with his mother, Florence Pearl Harding, during World War II. She served in HMS Pembroke III 1942-4 and then HMS Calliope 1944-46. Contact Scott Williamson, 2, Fetterdale, Tayport, Fife DD6 9PF, tel: 01382 553716, email: scott.williamson@blackadders.co.uk

HMS Cochrane, 1946: LSM Robert (Bob) Potter was killed in a lorry accident, believed to have been in Scotland on May 7, 1946. Does anyone have memories of him, of what Cochrane was doing at the time, or of the accident? Contact Harry Potter, tel: 01268 762153, email: harry.potter@lineone.net

HMS Adamant: During World War II C. Reed's father served in HMS Adamant in the Pacific. After the war was over he came across a book, he remembers it was a paperback, which was written about the exploits of the crew and the submariners that the Adamant supplied. It also mentions Captain Ben Bryant, who was highly decorated during the war on submarines, and who ended up as Captain of the Adamant. If anyone knows where he can get a copy of this book, can they contact C. Reed, 41, Hilderthorpe, Nunthorpe, Middlesbrough TS7 0PT, email: c.reed3@ntlworld.com

Calling Old Shipmates

832 Entry Artificer Apprentice entry (HMS Raleigh/Sultan/Collingwood): Derek 'Geordie' Hastings is arranging a 20th anniversary reunion and would be pleased to hear from any members of the class. Contact Derek Hastings, 168, Cimla Road, Neath, South Wales, tel: 01639 767567, email: derek.hastings@ntlworld.com

CWEA Jack (Ian) Warner (joined RN 1976): Tony 'Whiskey' Walker (ex-CRS) seeks old Brummie schoolmate (Queensbridge School in Moseley) and Navy colleague, last seen in Devonport Dockyard (HMS Norfolk) in 1991-93. Contact Tony on 07771 555083 or at 17, Prestwood, Upper Hitch, Watford WD19 5JB, email at whiskeyw@madassafish.com

Hobbo ex-MEM(M)1, HMS Glasgow 1980-1982 and HMS Southampton 1982-1984: looking for any old oppos that knew him. Contact him via email: paulidh_uk@yahoo.com Glasgow reunion next year at HMS Nelson, and he is hoping to meet some old mates. Three of them so far, now going for the whole lower deck.

HMS Chinkara (landing craft base, Cochon) 1944-46, now includes the Wrens of HMS Nightjar (Inskip): If you were there and whatever you did, then can you help in BEOP/MEOP/CMF etc to find them? Join in with the annual Nostalgia Gathering before it's too late. Lots of albums etc. Contact Colin Baker, Maitkin Cottage, Lt Eccleston, Preston PR3 0YQ, or phone 01995 670495 or email: colin@ibaker.fsnet.co.uk

HMS Truelove (53-55), HMS Wildgoose (51-53): Stoker PO, Brian (Geordie) Border would like to hear from old shipmates, especially David (Topsy) Turner from Staines. Write to 29, Orchard Terrace, Lemington, Newcastle-upon-Tyne NE15 8AA, tel: 0191 264 6641.

Geoff Hulett, who was in the Fleet Air Arm during World War II and was working for BEA in Manchester in 1952 after demob: Cyril Lee-Thompson, who now lives in Canada, is trying to contact you. Anyone with information is asked to contact Ron Dean, 37, Chetwyn Avenue, Bromley Cross, Bolton, Lancs BL7 9BN, or contact Cyril Lee-Thompson at 13 Cavendish Crescent, Brampton, Ontario, Canada L6T 1Z3, email: d.lee-thompson@sympatico.ca

PO Fred Stranks, RN 1938/9-45/6, served on King Gruffy in early years of war. Contact Pat Fred George Smith (Morning Lane School, Hackney) and wife, Anne, of 7/18 Heron Place, Maddington, Western Australia 6109. Left England in 1951. Or contact Keith Furniss, 16, Springfield Close, Rudloe, Wilts SN13 0JP, tel: 01225 811181.

HMS Maxton: Will anyone who served in HMS Maxton at any time, and who is interested in forming an 'Old Hands' group to contact old shipmates and maintain ties with the village of Maxton, contact Roy (Bungy) Edwards, 75, Harold Street, Dover, Kent CT16 1SB, tel: 01304 212224.

D Boats Association is keen to hear from anybody who served in the following: World War II Defender class: Duncan, Dainty, Daring, Decoy, Defender, Delight, Diamond, Diana and Duchess; Post-World War II Daring class: Daring, Dainty, Defender, Delight, Duchess, Diana, Diamond and Decoy. Contact Ted Homer, 50a, Woodside, Gosport, Hants PO13 0YT, tel: 01329 220028.

HMS Loch Fada 1956-58: Looking for Colin Ruscoe. Please contact Paul Jones at 6, Orchard Road, Sawston, Cambridge CB2 4BE, tel: 01223 573626.

SS Empire Standard: Joe Pitcher would like to hear from any former DEMS Gunners

who were serving in the ship when she was torpedoed off Oran (March 19, 1943) and which was finally bombed and sunk in Algiers on March 26. Contact Joe at 12, Goad Avenue, Walderslade, Chatham, Kent ME5 8DT, tel: 01634 682923.

MGB 314 (St Nazaire 1942): Looking for Bill (Sparks, Jock, Scotty) Reynolds, lived in Broxburn, West Lothian, in 1940. He was last seen leaving HMS Mantis, Lowestoft, on two weeks survivors' leave after the loss of MGB 501. If anyone knows of his whereabouts, please contact Frank A. Smith, 910, Sluggett Road, Brentwood Bay, British Columbia, Canada V0S 1A0.

HMS St Kitts 1951-52 (Stokers Mess): Seeking Peter (Hookey Bye) Bywaters, George Ashman and any other shipmates from that era. Ron Speller is in contact with Fred Castle. Contact Ron at 24, Lansdown Gardens, Worle, Weston-super-Mare, Somerset BS22 7FE, tel: 01934 516134.

HMS Ajax Veterans Association: Calling all crew members of all commissions of both cruiser and frigate: contact the Secretary, Jack Quaintance, 10, George Street, Harwich, Essex CO12 3ND, or tel: 01255 502007.

HMS Crane 1943-46: Ken Bembow is trying to contact his old shipmate, Fred Fielding, who was born in Goole, Humberside. If anyone knows of his whereabouts, could they contact Joe Smith on 0161 7364918, email: smudger@space.com so that he can pass the information on to Ken.

(Bob) Thomas Wilson: A shipwright who lived as a child at Crosby, Liverpool. Served in HMS Cardiff in World War II. On his discharge from the Navy he joined the Merchant Navy and was on MV Atrius in Singapore, 1952. His boyhood friend and shipmate, Frank Evans, would like to hear from him. Contact Frank at 115, Walton Road, Halboro, Pennsylvania 19404-3532.

HMS St. Vincent, Duncan 280 Class (1960): Ken Sale, Bob McIntosh, Vic Brand, Ivan Tonkin and Dave Forrest would like to hear from other class members with a view to holding a reunion in 2001. Tony Hitchens, John Wilson, Colin Hicks, Allan Clay, Tim Hackney, Graham Wicks, Barry Smith, Paul Taylor, Dave Larret, Ted Robinson, and William Bell - where are you now? Contact Ken Sale, 31, Marlee Road, Broughty Ferry, Dundee DD5 3EY, tel: 01382 737276, or email: lynn@sale56.freeserve.co.uk

HM ships Gay Dragon (1050), Gay Archer (1041) and Gay Cavalier: Looking for Lt Marshall (Capt), Lt Neville (1st Lt) AD Charlie Cooper, Ginger Harris and Coxswain - where are you now? They were forever exercising with the Dutch and Danish Coastal Forces operating out of Lowestoft, Den Helder and Copenhagen - heady days, and the memories will stay forever with William H. Farr, who served in the three craft mentioned above between November 1955 and October 1956. Contact him at 2, Tiverton Road, Ruislip HA4 0BW, tel: 01895 630947 or email: williamfarr@lineone.net

Ted Harman is still seeking old shipmates including those from HMS St Austell Bay and Rame Head. Write to 352, Kaharoa Road, R.D.2, Rotorua, New Zealand or email at: sal-ted@xtra.co.nz

HMS Sursay: Len Leonard would like to contact any old shipmates, in particular Don Gamble, who served on the Sursay in the Med around 1954-55. Contact Len Leonard, 4, Eidsvold Street, Keperra, 4054, Queensland, Australia, or email: leonard1@powerup.com.au

HMS Boxer: Iain Miller is trying to find his

old drinking buddy POSA Martin (Bugsey) Malone, with whom he served in HMS Boxer - they were both AB Jack Dusties at the time. Iain is getting married next year, and would like Martin to be there. Contact Iain Miller, 152, Lyle Road, Greenock PA16 7AP, tel: 01475 794048, or email: piagio2000@hotmail.com

HMS Blake: Does anyone know the whereabouts of Kev (Paddy) Copeland or Billy Rainey, who served in HMS Blake in 76-79, or any of the lads of 3G21 and 2 Stokers Mess. Please contact Steve Greenley, 6, Westminster Ave, Hull HU8 9AQ, tel: 01482 711921, email: steve@greenley.karoo.co.uk

845 Squadron Nov 1992 - Jan 2001: They never thought it would happen - 845 Naval Air Squadron will finally be pulling out of Bosnia this month. There will be a withdrawal party for all serving and ex-members of the squadron. Planned date will be April 26. For further details, please contact Cpl Higson, 845 Sqn, RNAS Yeovilton on 93510 6232 (01935 456232) or e-mail glennhigson@hotmail.com

HMS Eskimo 1966-68: Cliff (Rab) Butler still seeks contact with anyone who served in what was a very happy GSC with Cdr S.A.C. Cassels as the boss, particularly the Seaman Dept (TAS). Bob Hedges, Ian Double, Ken Bromley, George Atkinson, Glen Diamond etc, and many more. Please contact Cliff with a view to a reunion - he has contact with six others. Write to 57, Old Road, Waterbury, ME18 5PW, tel: 01622-817071, email: cliff@thebust57.freeserve.co.uk

Maurice Walker served aboard HMS Montclair from May to October 1951 as a Writer in both the Pay Office and the Captain's office. He is interested in contacting any of his old shipmates. Maurice would also like to contact Geoff Price, who was with him at HMS Ceres from November 1950 to May 1951. He lived in Bognor Regis and was training to be a PE instructor. Email: Sawulf@AOL.com

HMS Kenya 1956: Can anyone help ex-Stoker Brian Randall find the whereabouts of ex-Leading Writer Jim Davidson, who had a serious accident in Porto Do Salvador? Please contact Brian on 023 9235 7878 or email: blacky@cwcom.net

LCAs: If you served in the Landing Craft Assault craft in 1951-1953 and would like to meet up with Jim Ockenden, Arnold Colhart, Robin Dickenson, please contact the Flotilla Secretary, John Metherell, 10, Crown Mews, Clarence Road, Gosport PO12 1DH, or email: johnmetherell@netscapeonline.co.uk They have a reunion coming in March.

HMS Eagle: Anyone interested in a reunion of first commission, to be held in HMS Eagle at a date to be arranged sometime this year. Please contact Barry Campbell, 4, St Matthews Close, Walton, Liverpool L4 9XY, tel: 0151 256 5109 or email: b5my@aol.com

Den Fee (Jock) ex-RO1(G) 81-86 would like to hear from any former shipmates from HMS Mercury, HMS Phoebe 1982, HMS Lowestoft 1984, HMS Ark Royal 1986. Tel: 01730 233144, email ethosds@talk21.com

RNAS Portland: Keith 'Eddie' Edwards is looking for an old shipmate from RNAS Portland. His name is Mark Richard Morgan Gerry, 'Gedge' to his mates. He was best man at Keith's wedding. He married a girl called Maggie. Keith hasn't seen Gedge since the mid-80s. Please contact Keith 'Eddie' Edwards, 13, Church Road, Tovil, Maidstone, Kent ME15 6QX, tel: 01622 721032, mobile 07931 647652, or email: sharon.powell1@btinternet.com

Reunions

January

HMS Illustrious Association remembrance service and reunion: Service at St Mary, Aldermary, Bow Lane, on January 10 at 1300. Reunion after at Pavilion End in near-by Watling Street. Main reunion is at Cadogan Hotel, Bournemouth, from March 30 to April 2. For details, contact the Secretary (Southern Branch), 71, Kingswood Avenue, Bromley, Kent BR2 0NR, tel: 020 8290 6775.

February

HMS Protector: If you were 'down the ice', there is a West Country reunion on February 11 at the RN Community Centre, Plympton, Plymouth. Contact Colin Vinecombe (01752 338594) or Harry Pinkerton (01492 874685). This is additional to the annual reunion (March 17) in Gosport.

March

HMS Diana Association: All commissions: reunion in Blackpool, March 2001. Details from Gordon Woods on 01928 577694.

HMS Naiaid 1940-42 reunion at the Oban Hotel, Eastbourne, Sussex, from March 9-11. A warm welcome is extended to all. Details from Bill Willis, 8, The Biggen, Duxford, Cambs CB2 4SQ, tel: 01223 834984.

HMS Belfast Association AGM and reunion on March 17 at 1200hrs on board HMS Belfast, Pool of London. A significant date - St Patrick's Day, and the date that Belfast was launched in 1938. For more details, contact Ted Hill on 01708 341803.

The Hong Kong Flotilla are holding their reunion on March 17 at the Burlington Hotel, Eastbourne, at 1030. Anyone wishing to attend should contact John Metherell, 10, Crown Mews, Clarence Road, Gosport, Hants PO12 1DH, tel: 023 9258 7732 or email: johnmetherell@netscapeonline.co.uk

HMS Venerable Association (launched Cammell Laird 1943; beached Alang, India, March 2000): Reunion March 30 to April 2 at the Somerset and Waverest Hotel, Llandudno. All enquiries to Bas Redfern, 'Hazeldene', 64, Coppice Road, Talke, Stoke-on-Trent, ST7 1UA, tel: 01782 784876.

April

HMS Cossack Association (L03 and D57) 1938-1959 reunion at Eastbourne in April. To join the association, and find out more about the reunion, contact Geoff Lilley on 01473 682836 or visit the website at <http://www.hmscossack.freeserve.co.uk>

HMS Kenya Association 1940-42 will hold a mini reunion from April 6 to 9 and the AGM will again be held in Derby from Aug 31 to Sept 3. We shall be dedicating an oak tree and plaque to the ship at the National Memorial Arboretum. Details from Chas Atkinson on 023 9229 6404.

HMS Crossbow reunion in the Burns Suite, Union Jack Club, Waterloo, London, April 20. Wives and partners are welcome.

More details from Barrie Edmonds on 01704 214232

HMS Cumberland Association will hold their next reunion in Eastbourne on April 20-23. Details from John Draper, 'Aysgarth', Cross Lane, Bexley, Kent DA5 1HZ.

HMS Black Prince Association reunion at the Somerset Hotel, Llandudno, from April 20-23. Ex-shipmates, friends and associates are welcome. Details from W. Edge, 8, The De Traffords, Higher Irlam, Manchester M44 6LP, tel: 0161 775 9136.

HMS Cassandra Association hold their next reunion in Blackpool from April 20-22. Contact Bob Shead, 9, St Albans Drive, Sheffield S10 4DL, or tel: 0114 230 7007.

HMS Middleton (L74) Association reunion is on April 27-28 at the RFA Club, Leamington Spa. Details from Mike Alston, 6, Belmont Park Road, Maidenhead, Berks SL6 6HT, tel: 01628 629655.

Loch Class Frigates Association reunion takes place at the Trecarn Hotel, Babbacombe, Torquay, from April 27-29. Contact Edward Freathy on 01628 523711 or email: edwardfreathy@aol.com

May

HMS Adamant Association fifth reunion will be held in May. For information, contact A. E. Walker on 01977 700838.

HMS Gloucester (1939-41) reunion from May 18-20 at the Royal Fleet Club, Devonport. Details from Noel Haines, 60a, Forest Road, Huncote, Leics LE9 3BG, tel: 0116 286 2805.

HMS Matchless Association 1942-46 including other M-class destroyers: the next reunion will take place on May 19 at the Victory Services Club, London. Details from J. Horton, 10, Finch Court, Coles Close, Ongar, Essex CM5 0AX, tel: 01277 366617.

23rd and 26th Destroyer Flotilla reunion will take place in the WOs and CPOs Mess, HMS Nelson, Portsmouth, on May 26. Details from Bill Swift, 37, New Rd, Love-dean, Hants PO8 9RU, tel: 023 9259 1032.

June

HMS Orion Association reunion is on June 2-3 at Plymouth, when it will be the 60th Anniversary of the Battle for Crete. Parade and wreath-laying ceremony at the War Memorial, Plymouth Hoe. Any other

August

HMS Stalker/809 FAA Squadron reunion on August 18 at the Waverley Hotel, Pedley Street, Crewe CW2 7AA, tel: 01720 256223. Contact Jeep Holmes, Olde Rectory Cottage, Packington Lane, Maxtoke, Colehill, Warwickshire B46 2QP, tel: 01675 463327, or D.C. Roberts on 01782 561052.

October

HMS Sheffield Association reunion is on the first weekend of October at Babbacombe. Details from new general secretary Gordon Buttriss at 64, Green Lane, Colshill B46 3LU, tel: 01675 463614.

46 Royal Marines Commando Association reunion from October 5-8 at the Livermead Cliff Hotel, Torquay. Details from Reg Bettis, 39, Beechfield Road, Fremington, Barnstaple, Devon EX31 3DB, Tel: 01271 323013.

November

HMS Albion 1962-64 commission: Second reunion of the 'Old Grey Ghost of the Borneo Coast' at the Home Club, Portsmouth, November 3. Details from Keith Ridley, 18, Littleworth End, Offord Darcy, St Neots, Cambs PE19 5RA, tel: 01480 810848, email: hmsalbion@hotmail.com

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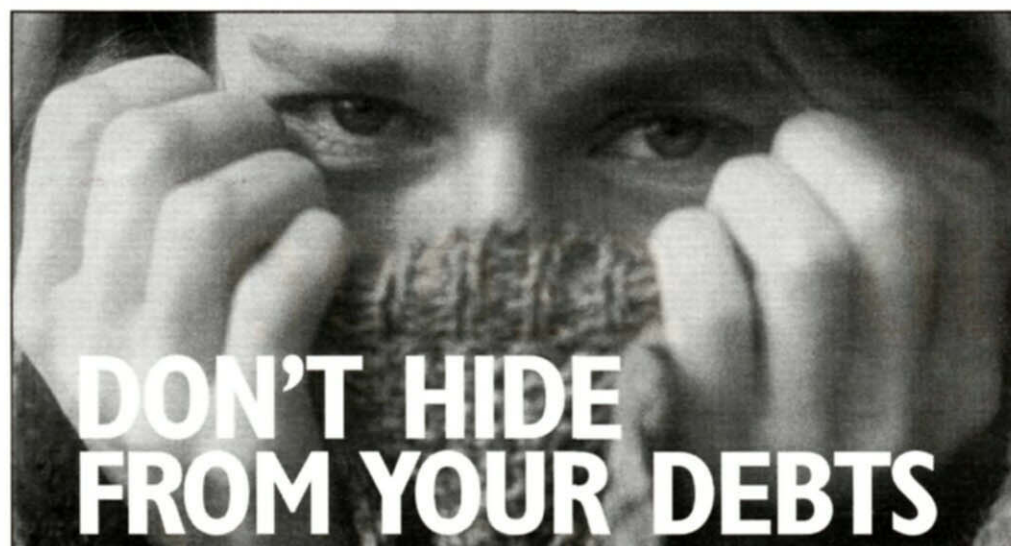
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The latest estimate for flood damage throughout Britain is now close to £1 billion, which nearly matches the sums paid out in 1987 when weatherman Michael Fish so famously under-estimated the extent of "a spot of wind over the South East".

Last year alone, weather damage cost the insurance industry £861 million. The risk of increased flooding and subsidence, and the general wear and tear on buildings as a result of climate, could put these costs up further.

This will, of course, be reflected in the premiums we will all be paying in the future. But the cost to home owners without insurance is much more distressing.

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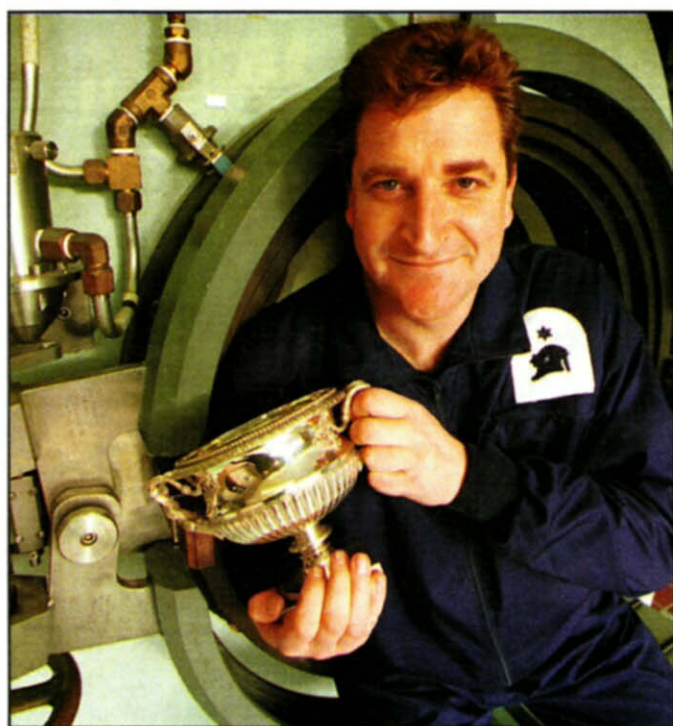
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Rare prize scooped by diver Darren

DIVER Darren Jones's outstanding leadership skills have landed him the prestigious Magennis Trophy, a prize for top-notch students in the Navy's Leading Hands Leadership Course.

What makes Darren's achievement all the more notable is that the coveted trophy – named after a Royal Navy diver who was awarded the VC in World War II – is that it has not been awarded for over 70 leadership courses.

Darren, of the Devonport-based Southern Diving Unit 1, was the first person to receive the award in the year 2000. It was presented to him in November.

The two-week course was held at the RN School of Leadership and Management at HMS Excellent, Portsmouth and involved students from different specialisations, from nurses and writers to air engineering mechanics – and divers.

Darren said the award had special significance for him as it was named after LS Mick Magennis, a midget submarine crewman whose courage led to the crippling of the Japanese cruiser Takao off Singapore.

Darren also won a Herbert Lott Award worth £50 for being the best

student on the course.

The warrant officer who reported on him, WO James Stewart, described him as "a useful and fervent team member who was always eager to help and assist his peers wherever he could."

"His attitude and standard of dress were an example to others, and he was a key factor in establishing the pronounced team spirit of the course."

THE ROYAL Navy struck gold in a big way at the Armed Forces premier cookery competition.

Winning the Combined Services Salon Culinaire championship for the second year running, the Senior Service picked up 50 medals, including ten gold and eight silver.

The three-day event at HMS Collingwood consisted of 27 classes whose judges included star chefs Albert Roux and Brian Turner of BBC-1's *Ready Steady Cook*.

As well as winning the championships, the Navy team – drawn from the Food Services Training School at HMS Raleigh and the Commando Training Centre Lympstone – won the Open Team Buffet.

One of the members, CPOCA Dave Galpin, followed up his RN Senior Chef of the Year gold win by taking the Combined Services title. RN Junior Chef of the Year was CH Mark Galley of HMS Illustrious. He also won a gold medal in the Combined Services junior contest, but was runner-up to AC Humphrey of the RAF.

Best senior entrant was Sgt Nutty Edwards of CTCRM who also won the Senior Centrepiece event.

Gold medals also went to LCH Billy Shepherd of Raleigh, winner of the Senior Set Show Work class, CH Gareth Davies for the Junior Pasta class and LSTD Paul Dacre who won the Open Steward Skills competition.

Among the other establishments which did well was HMS Dryad. Their Part IV trainees and members of their contract catering section brought home a bronze medal and four certificates of merit.

Naval Service results in full:

Senior Centrepiece – 1st (gold), Sgt Nutty Edwards (CTCRM). **Senior Decorative Cake** – 4th (bronze), Mrs Lisa Hopper (Dryad); joint 7th with Certificates of Merit (CoM), Mr Fish, Mr Ryder. **Junior Decorative Cake** – 2nd (silver), CH Brown; 4th (CoM), CH Rayment.

Senior Set Show Work – 1st (gold), LCH Billy Shepherd (Raleigh); 3rd (silver), LCH Neville; 4th (bronze), LCH Carmichael; 8th (bronze), LCH Winter. **Junior Set Show Work** – joint 2nd (bronze), CHs Giles, Jarvis, Kidd, Moore, Warfield; joint 8th (CoM), Mr Stokes, CH Strickland.

Senior Patisserie – 2nd (silver), LCH Bob Brown; 3rd (bronze), LCH Strugnell; 5th (CoM), Cpl Skingley RM; 5th (CoM), LCH Wiltaker. **Junior Patisserie** – 1st (bronze), CH Warren Jones (Raleigh); 2nd (bronze), CH Neave; 3rd (bronze), CH Hamilton.

Senior Duck – 2nd (silver), Mr Smith; 4th (CoM), Mr Brar. **Junior Duck** – 2nd (silver), Mr Knott. **Senior Lamb** – joint 4th (CoM), Mr

Jones, Mr Owen Jones. **Junior Lamb** – 4th (CoM), CH Glenn Worral (Dryad). **Senior Fish** – joint 4th (CoM), Mr Jones, Mr Smith. **Junior Fish** – joint 3rd (CoM), Mr Knott, Mr Daniel O'Smotherly (Dryad). **Senior Chicken** – 3rd (CoM), LCH Moggeridge. **Junior Chicken** – 3rd (bronze), CH Matthew Tew (Dryad).

Junior Pasta – 1st (gold), Mr Gareth Davies (Raleigh). **Junior Steward Skills** – 2nd (silver), WSTD Clarke. **Senior Restaurant Dish** – 4th (CoM), Paul Dacre (Heron). **Open Steward Skills** – 1st (gold), LSTD Dacre.

Senior Chef of the Year – 1st (gold), CPOCA Dave Galpin (Raleigh); 5th (bronze), POCA Mark Boswell (Raleigh); 7th (bronze), CH Pringle. **Junior Chef of the Year** – 2nd (gold), CH Galley; joint 7th (CoM), CHs Heshan Mohammed, Thornhill.

Open Cook and Serve – 1st, RAF Aldergrove; 2nd, RN Supply School. **Open Field Cookery** – 1st (gold), SFOR HQ MND (South West); 2nd (gold), CTCRM. **Fun Cake** – 1st (gold), RN; 2nd (silver), Army; 3rd (bronze), RAF.

Blue Riband events:

RN Junior Chef of the Year – CH Galley. **Combined Services Junior Chef of the Year** – AC Humphrey RAF. **Open Field Cookery** – 1st (gold), CTCRM; 2nd (silver), Catering Support Regt; 3rd (bronze), RAF Bruggen.

Open Team Buffet – 1st (gold), RN; 2nd (gold), RAF. **Open Cook and Serve** – 1st (gold), RAF Aldergrove; 2nd (silver), RN; 3rd and (bronze), Catering Support Regt.

RN Senior Chef of the Year – 1st (gold), CPOCA Galpin; 2nd (bronze), POCA Mark Boswell; 3rd (bronze), CH Pringle.

Combined Services Chef of the Year – CPOCA Galpin. **Best Senior Entry Overall** – Sgt Edwards.

● The Navy's triumphant team after winning the Salon Culinaire championship for the second year running. They are (l-r) CPOCA Dave Galpin, Combined Services Senior Chef of the Year; CPOCA Gary Hancock; POCA Mark Boswell; Mr Bill Ferguson; and team leader WO Graham Wilkinson RM. With them is the Chief Naval Supply Officer, Rear Admiral Rodney Lees, who presented the prizes.



Manning Agency wins top accolade

THE NAVAL Manning Agency has become one of the first Armed Forces organisations to be awarded one of Britain's top management accreditations.

The Agency, which is responsible for meeting the Navy's manpower needs, has been selected by the Cabinet Office for Beacon Status of the European Foundation for Quality Management.

The status is granted to public sector organisations representing people and activities that have made considerable and continuous improvement in delivering their services.

The agency, part of the Second Sea Lord's department based at Portsmouth, is now a recognised centre of excellence. The award was accepted by the Naval Secretary, Rear Admiral Jeremy de Halpert.

Scapa lecture

A FREE public lecture on *The Defences of Scapa Flow 1914-45* is being given in Edinburgh on January 8 by Geoffrey P. Stell, Head of Architecture at the Royal Commission on the Ancient and Historic Monuments of Scotland. The hour-long lecture begins at 5pm at the Royal Society of Edinburgh, 22-26 George Street.

Motoring with Glynn Williams

IT'S NOT so long ago that a family car producing 100bhp would be considered very sporty and have fuel consumption and insurance-premium millstones to boot.

But while the power level, as found in the latest Ford Focus Zetec 1.6, might be much more common these days, it is amazing how much more sophisticated the modern car has become.

Efficiency is the key, for while this Focus can romp from standstill to 60mph in under 11 seconds, and is capable of 115mph, it also averages around 40 miles per gallon.

Safety is another major advance, not just in standard, dual airbags and strength of body, but in handling. With the sports suspension standard, you gain handling confidence and ride comfort.

Other sporty features include a

leather-trimmed steering wheel and four alloy wheels – with a steel space-saver spare. On the practical front, this top-selling, five-door hatchback also has powered front windows and a huge boot.

Even more impressive is the standard UK list price of £11,995, down from around £14,000 six months ago.

The test car had a few optional extras which really added to driver enjoyment. These were a Reflex pack providing anti-lock brakes, traction control and side-impact airbags, and a climate pack adding air conditioning; Quickclear, electric-filament heated windscreen and washer jets; and powered, heated door mirrors.

On an icy winter morning you can enjoy excellent visibility just a couple of minutes from cold. It's a world away from my old Mk 1 Escort Sport.



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Helping Hands

In Brief

TEN crew members from HMS Sovereign have handed over a cheque for £1,080, raised during a walk on the West Highland Way.

The group, led by Lt Andy Bower, presented the money to the Dolphin Ward at Derby City Children's Hospital – the boat is affiliated to Derby, and Dolphin Ward is an affiliated charity.

A BARBECUE and horse-racing evening held between the ship's companies of RFA Fort Rosalie and HMS Tireless in Gibraltar raised £617 for St Martin's School for special needs children.

FOUR officers from the Systems Engineering Management course at HMS Collingwood, Fareham, helped with gardening and DIY tasks at Fletcher's Special School, Portsmouth, while members of the engineering principles faculty staged a bowling evening for the town's Rainbow Centre for children with cerebral palsy.

A BEARD-growing contest held in HMS Fearless – won by MEM Bob Melville – raised £500 for the Turner Syndrome Support Society.

For further information see the society's website: www.tss.org.uk

CHILDHOOD First, the fund-raising arm of the Peper Harow Foundation, is seeking Navy runners to boost its coffers by running in the Flora London Marathon.

Peper Harow runs residential and outreach centres for children who suffer neglect, abuse or deprivation – and Childhood First has 20 guaranteed slots in the race. Further details from Rachel Small on 020 7928 7388 or email r.small@peperharow.org.uk

MEMBERS of the RN Motor Cycle Club were prominent again this year in Navy contributions to the BBC Children in Need appeal.

Members of the club started their annual collection in 1988, and 2000 was their best year to date, with a pledge of £15,500 pushing their cumulative total for 12 years past the £125,000 mark.

Among the establishments visited by the club were HMS Raleigh, where they collected a cheque for £1,100, and Ensleigh, where the total was almost £700.

The club was formed in 1980, and has branches in Portsmouth, Yeovilton, Plymouth, Culdrose and Faslane.

Naval wives and around 30 children at Crownhill Pre-school in Plymouth held a sponsored bake at the family centre, organised by Dawn Hackett, Karen Brown and Joanne Grant, which raised almost £240.

FORMER Royal Marines bandsman Bob Taylor entertained passengers departing from the Continental Ferry Port in Portsmouth, and raised £256.

Bob, deputy retail manager for the port's catering contractor, Aramark, played ballads and light classical music on his keyboard for the lunchtime sailings to Cherbourg and Le Havre, then switched to pop and rock 'n' roll for the party crowd sailing on P&O's Pride of Bilbao to Cherbourg, and the Brittany Ferries sailings to Caen and St Malo.

THE HMS Collingwood Children in Need effort included a



Staff from HMS Collingwood stage a pyjama party coffee morning at the Fareham training establishment in aid of Children in Need.

pyjama party coffee morning, car-washing, collections at the main gate, a collection at the rugby club and office cake sales.

Donations came to just over £2,040.

Runners pitch in for Megan

A ROAD relay by Service and civilian personnel from the Nuclear Site Management Group at Clyde Naval Base raised £2,500 towards sending a girl to Disneyworld before she goes blind.

WO Paul Corrigan read in his local paper about seven-year-old Megan Kennedy, from Dumbarton, who suffers from an eye disease and is rapidly going blind.

A fund had been set up to pay for her to go to Disneyworld to see her favourite character, Minnie Mouse, but at the time it stood at just £200, so Paul arranged a 24-hour relay around the base.

A team of 23 runners completed 55 laps – Paul ran the fastest, at 18m 21s for the 3.25 mile course.

National newspapers also picked up the story, and as Navy News went to press Megan and her family were due to fly to Florida – and then on to Toronto, to consult a specialist about the possibility of saving Megan's sight.

Family buy into Navy

A GLASGOW man who bid £525 in a charity auction for his family to spend a day with the Navy declared it "the most memorable day they had ever had."

Tony Smith, his wife Linda, eight-year-old son Rhury and family friend Ann Chalmers met Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral Derek Anthony, then toured Trident submarine HMS Victorious.

They finished with a trip up the Clyde in HMS Glasgow to the destroyer's namesake city.

The £18,000 raised by the auction, at the Strathclyde Police 25th anniversary dinner went to Save the Children, Riding for the Disabled, and the Princess Royal Trust for Carers.

College XV sponsored

THE ROYAL Navy has stumped up the cost of new rugby shirts for a Midlands school team.

As part of a nationwide sponsorship scheme for schools with a history of sporting achievements, John Cleveland College, of Hinckley, was presented with the kit at the official opening of the new Armed Forces Careers Office in St George's Way, Leicester.

First XV team captain Ross Pawley picked up the shirts from RN and RM careers adviser WO2 Roger Ould, while Flt Lt Rory Underwood opened the offices.

Coincidentally, the first candidate to be processed by the new offices was Joe Norcup, a former pupil at John Cleveland College, who joins the Royals this month.

Dream run for officer

A KEEN runner from HMS Raleigh has run the New York Marathon in aid of the Dreams Come True charity.

Cdr Carl Walker, Commander (Finance and Support) at HMS Raleigh, raised £900 in 1999 for the charity, which realises the ambitions of seriously-ill children, such as meeting a pop idol or visiting Disneyworld.

This year he did even better: "It was an absolutely fabulous and marvellous way to see New York, from Staten Island, through The Bronx, Brooklyn, Harlem, Manhattan and on to Central Park," he said.

"It was made all the more rewarding having raised almost £2,000 for Dreams Come True."

Child respiration monitors available

THE COT Death Society has enjoyed the support of many Royal Navy fund-raising events in the past five years – but is keen to point out that it can be of help to the Senior Service as well.

The society, which was well over three-quarters of the way to its Millennium Appeal target of 2,000 new infant respiration monitors as Navy News went to press, expressed particular thanks to HM ships Exeter – which has raised £4,000 – Guernsey, Manchester and Superb.

In return, the society has reminded Navy parents that monitors are available, through referral by a health professional, free of charge if their child is thought to be at risk of cot death.

Each of the 2,000 monitors, costing £400 apiece, will benefit between ten and 15 babies over a ten-year period, so the appeal should help protect up to 30,000 babies at risk.

Any further support would be welcomed – contact the fund-raising office on 01925 850086.

Sparker is off to Tibet

AN ex-killick sparker is tackling the challenge of a lifetime when he embarks on a 12-day trek through Nepal and Tibet in aid of Mencap.

Foxy Fowler, once a submariner and now a borough councillor in Blackpool, is training to get fit for the event, in May, and has an initial fund-raising target of £2,500.

While the 90 trekkers work their way through breathtaking scenery, including canyons, waterfalls and mountains, around 270 babies will be born with various learning difficulties, and Foxy hopes the money raised will help make a difference to the lives of these children and their families.

Any offers of support can be made to Foxy on 01253 310576 or 01772 685909.

Marathon team aid Kursk dependants

A TEAM of submariners, civil servants and their partners have raised more than £3,000 for the families of Russian sailors lost in the sinking of the Kursk last year.

The men and women, representing the Nuclear Propulsion Integrated Project Team at Abbey Wood, ran in the Bristol Half Marathon, and passed their money on to the RN Submarine Museum in Gosport, which has been acting as a focal point for fund-raising efforts on behalf of the Kursk, a nuclear submarine lost with all hands in the Barents Sea when she was wrecked by an explosion.

More than £25,350 has been collected by the museum, and

although donations have tailed off, cheques are still being sent to help ease the plight of dependants of victims on board the Kursk.

Squadron donation

THE CAPTAIN of the Sixth Frigate Squadron, Capt Charles Johnstone-Burt, has presented a cheque for £600 in support of the Naval Chaplaincy Service Millennium Appeal for Mozambique.

The eight ships of the squadron support a number of charities, but this contribution – supporting Christian Aid and CAFOD projects in the world's poorest country, helped the appeal top £25,000.

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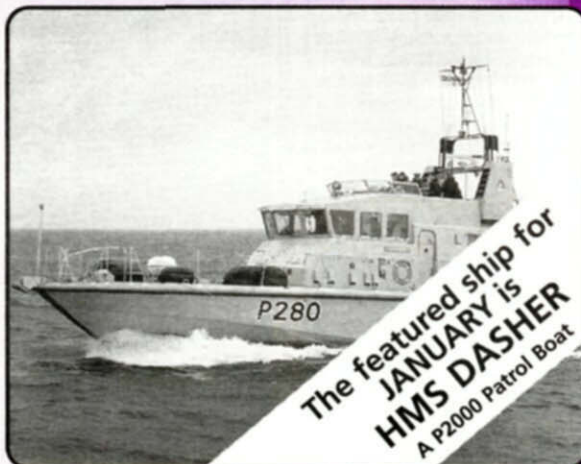
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The Gang PLANk Club



A LIFE UNDER THE OCEAN WAVES

ROYAL NAVY CELEBRATES 100 YEARS OF THE SUBMARINE!



The Navy's first submarine
~ Holland No 1

Happy New Year me hearties!

I be writing the year 2001 in me log and it seems right strange! I don't know about ye landlubbers but I be still full up with all that there turkey and chocolate. Me crew and I have decided to walk four times round the deck every day until we feel empty again!

This is a time to plan for all the exciting things you're going to do in 2001. Just ye be looking at me places to go for a start, and then be thinking about going to one of them Submarine Celebrations.

I be thinking it's going to be a fair old year - just ye be having the time of ye lives!

It's official this year is the submarine's 100th birthday!

The Submarine Centenary - What' On...

31 Jan	Launch of Centenary Year and keel laying of first Astute Class submarine - Barrow in Furness
10 April	Special stamps issued by Royal Mail
17 May	Holland 1 exhibition opens at RN Submarine Museum, Gosport
4-7 May	Barrow Submarine Centenary Celebrations
28 May - 4 June	Clyde Submarine Centenary Celebrations
2 November	Submarine Centenary Thanksgiving Service At Westminster Abbey



The first submarine torpedo boat was launched at Barrow in Furness in 1901. She was called HOLLAND 1.

The Holland submarine was invented by an American, John Philip Holland. Submarines invented before the Holland had been powered by oars and paddles - man power!

In 1879 An English clergyman, the Reverend William Garrett, put a steam engine into his

submarine, the RESURGAM, but this idea did not catch on. RESURGAM sank on it's maiden voyage!

To celebrate 100 years of the submarine the Royal Navy will be holding some special events and at the RN Submarine Museum in Gosport, everyone will get the chance to see the original HOLLAND 1 when a new exhibition is opened in May.

YOUR CHANCE TO CELEBRATE 100 YEARS OF THE SUBMARINE!

Why not send us your drawings, poems and stories about Submarines. We'll feature the best every month this year and the winners will all go into a Grand Draw to win a VIP Day out to the RN Submarine Museum plus some exciting Submarine goodies!

HMS Turbulent ~ One of the Navy's latest Nuclear Powered Submarines

Be a Winter Hero!

At this time of the year older people are more at risk because of the long dark nights and the colder weather.

Why not be a Winter Hero and keep an eye on older people in your area? If you know older people who live near by, have a quick look at their home each morning to check that they are up and about. You can usually tell by seeing if the milk has been taken in and the post or newspapers have gone. Look to see if the curtains or blinds have been

drawn. If anything seems different get a responsible adult to call and ask if the person is alright. If the weather gets icy, offer to scatter sand around the older person's path and front door. You could also offer to help with shopping if you can, when pavements are slippery or it is very cold.

Be a Winter Hero PS. Always remember you must NEVER go into a stranger's house without an adult

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Closing date for entries ~ 14th February 2001

THE MESS DECK

Hope you all had a Great Christmas. We expect you had some new pens and pencils so we look forward to getting some nice long letters! Don't forget there's a prize for our Star Letter

Thank you to Samantha Tattam for a lovely Christmas Story. All the Gang enjoyed reading it and Captain Plank has kept a copy for his Christmas Box.

Paul Kitching is just mad on the Navy, he's got 48 naval books, 21 posters and over 50 other things about the Navy. Can anyone beat that???

It's good to hear that the Sunflowers are still growing. Have you checked out Captain Plank's website to see the pictures. www.navynews.co.uk/gangplank?

We all liked Zoe Hall's Sunflower poem, it made us all think of lovely sunshine and cool water. Oh well only a few months to go!

www.navynews.co.uk/gangplank



Birthday Congratulations!

Jack Abbott	Erin Duffy	Christopher
Sam Abbott	Maisy Dulling	Nicholls
Jack Absolom	Michael Dunk	Jamie Nixon
Melody Adams	Mark Eaden	Christopher
Catherine Allan	Lawrence Early	Norman
Steven Allcock	Katy Edgell	Sherrie Palmer
Gemma Arnill	Shannon	Thomas Pratt
Stephen Aspin	Edwards	Jonathan Price
Natasha Barker	Edward Febry	Amy Pullen
George Barrett	Matthew Frost	James Rizzi
Kirsty Blanks	Ross Grosvenor	Alexander Rose
Jordan Brayshaw	Holly Hancock	Matthew Rush
Ricky Browning	Bradley Harris	Charlotte Senn
David Burdon	Gemma Hartford	Daniel Shaw
Kimberley Burrell	Kim Hayman	Thomas Shaw
Jacob Bushell	Fabian Healey	Samuel Shears
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Chelsea	Dennis Howden	Paul Siemaszko
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Daniel Chard	Adam Jones	Shannon Spayne
Emily Chiplin	Amber Jones	Adam Spivey
Jordan Clarke	Kitty King	Luke Strickland
Rebekah	Lucy King	Joseph Tinker
Coleman	William King	Jamie Topham
Geoff Cooper	Nathan Lavin	Gareth Ward
Natasha	Natasha Lewis	Robert Webb
Cresswell	Chloe Lockhart	Samantha West
Rudy Daniells	Shannon	Scott Whale
Gareth Davies	Malcolmson	Ryan Whittaker
Jenny Denholm	Olivia Mansfield	Megan Wilkes
Hannah Dennis	Donna Matheson	Christopher
Joshua Derham	Scott Miller	Williams
Harry Doherty	Daniel Moore	James Williams
John Donnelly	Thomas Marrant	Jenna Wood
Katie Donovan	Sian Morris	Alice Wright
Steven Downes	Alexander Negus	Emma Wrigley
Claire Duffy		



Jack's Christmas Holiday

Jack had a very special Christmas holiday this year. He went to stay with his Uncle Bob who has two children, Charlotte and Sam. Both of them are very interested in the sea, and Sam wants to join the Navy when he's older. Sam has just been to see the Naval Careers Service. He's starting to think about his GCSE's and wants to know what subjects he should study to get into the Navy.

The Naval Career's advisor told him that to join the Navy he must have passed GCSE's in English and Maths. He also needs 3 other subjects.

Sam also found out that he

has to pass a fitness test. He and Jack decided Sam should play lots of football and other sports to keep fit.

Jack told Sam that Captain Plank reckons it's also good to be part of an association like the Sea Cadets and Sam is going to find out if there are any units near him.

Jack really enjoyed talking to his cousin and Sam has promised to write to Jack to let him know how he gets on with his plans to join the Navy.

STOP PRESS

Good news for all schools in Somerset!

The Fleet Air Arm Museum at Yeovil in Somerset is offering free transport to all primary and secondary schools and further education colleges within 25 miles of the museum.

The museum offers a number of education packages as well as the chance to see some of the great interactive exhibitions including the exciting "Carrier".



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D.O.B. Tel No

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School attended

Joined by: Parent ☐ Grandparent ☐ Other ☐

Do you have any Brothers ☐ Sisters ☐ Ages ☐

Special Interests: Sport ☐ Music ☐ Film/TV ☐

Friends ☐ Reading ☐

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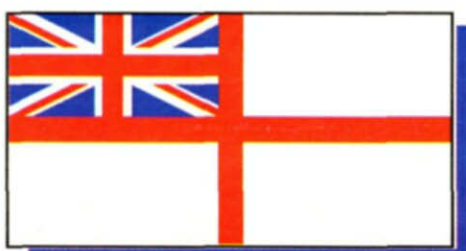
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RN Form C.58
(Revised 12/96)

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Signature

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Sport



Air Arm crowned badminton champions

SIX WINS out of six by Scotland's premier men's doubles pairing in the Royal Navy's inter-Command badminton championships was still not enough to wrest the title from the Fleet Air Arm squad.

Air Arm took the top prize by just one point, with AEM Lawrence Seaman (HMS Heron) winning all four of his singles matches.

C/Sgt Craig Burns (HMS Neptune) and CCWEA Bob Stoopman (HMS Vigilant) were the six-shooting stars of the Scotland side.

The women's competition was won by the combined Devonport/Portsmouth team, which pushed Fleet Air Arm/Fleet into second spot, despite an outstanding performance by the Fleet Air Arm/Fleet doubles pairing of WOM Jo Stevenson (HMS Exeter) and Lt Jo Webber (HMS Seahawk).

Pair help tour party to parity

TWO Royal Navy squash players took part in the successful first Combined Services tour to South Africa.

The two-week schedule took the ten players – which also included four each from the Army and RAF – to Johannesburg, Pretoria, Durban and Cape Town, with fixtures against provincial sides and the South African National Defence Force.

The opposition put out strong sides – including the national champion and Over-40s champion – but Lt Julian Crew and LWTR Jason Youdale played their part in helping the British squad to an honourable drawn series, with the outcome decided on the very last game of the last fixture.

Fast team

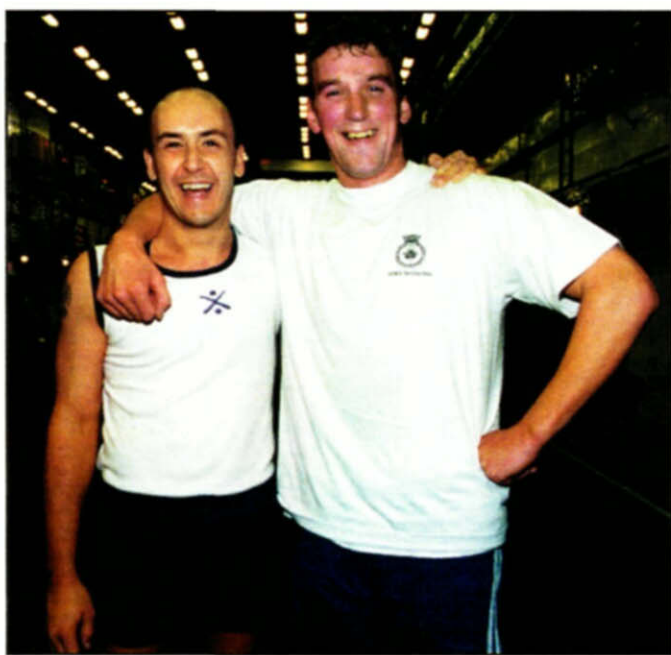
A TEAM of runners from Type 23 frigate HMS Grafton won the ship's team category of the HMS Collingwood/Stubbington 10km race, which also raised money for MS.

Mud fails to stop improvements



● OC Susan Pollock runs in the mud of Redruth.

RN dominate against Channel Islanders



● LPT Jase Hawkins and Olympic gold medallist Matthew Pinsent on board HMS Invincible.

Olympic hero tries life on a carrier

OLYMPIC rowing hero Matthew Pinsent has spent two days with the ship's company of HMS Invincible – and found himself joining in with some of the fitness programme on board.

Matthew, who won his third consecutive gold in the epic coxless fours race in Australia, is a civil helicopter pilot, and was invited to the carrier by 849A Naval Air Squadron to see how the Navy operates its aircraft from such a

confined 'airfield'.

Matthew flew with the squadron, and also had a chance to see test flights in the Vectored Thrust Advanced Active Control (VAAC) Harrier programme, part of Trial Bridger.

The VAAC aircraft is designed to simplify the vertical landing process, making pilot training simpler, and the technology may feature in the Joint Strike Fighter.

■ Stars in Invincible – pages 22-23.

Navy players shine

FOUR Navy footballers turned out for the Combined Services in a memorable win against Ryman's Premier League side Aldershot Town.

CPO Nigel Thwaites continued his impressive form by lashing a loose ball home after 18 minutes, and POPT Fraser Quirke went close on a number of occasions.

An Army player doubled the Services' lead and Aldershot cut the deficit in a frantic finale, but POPT Steve Riley and POPT Paul Willetts held firm in the heart of the defence to protect the 2-1 win.

A DEFT chip by Royal Navy right-back LPT Dave Wilson in injury time wrapped up a 3-0 win against Guernsey in a South West Counties match which the Senior Service dominated from the start, writes Dan Collacott.

A superb performance from Navy captain and man-of-the-match POPT Steve Riley was capped when the defender converted a spot-kick to give his side the lead on 35 minutes, CPO Nigel Thwaites having been felled.

Minutes after Riley's downward header was saved, a neat lay-off from veteran Navy striker CPO Steve Johnson found AEM Chris Welsby unmarked in front of goal, and the young forward doubled the Navy's lead at the break.

The Navy continued to attack after the interval and Welsby saw his close-range shot blocked after the ball had deflected to him.

An excellent last-ditch tackle in front of goal by Steve Dann denied Guernsey a goal on 54 minutes.

The blustery wind and rain meant that the ball often held up in the mud, but it was the post that denied Guernsey a 57th minute goal when a powerful low drive was acrobatically pushed away by Navy keeper OM Jamie McCall.

The Guernsey defence found little answer to the twisting and turning runs of Nigel Thwaites, who picked out Dave Wilson and, with the keeper stranded, Wilson's goal-bound effort stuck on the muddy turf inches from the goal.

Welsby could have had a hat-trick, but was twice denied by excellent saves from the Guernsey keeper in the last 15 minutes.

Guernsey had at least two good chances, but the Navy defence held firm until Wilson's injury-time chip completed the scoring.

With no other team in the South West Counties group able to win, it leaves the strong RN side with the only 100 per cent record.

A two-goal debut from Navy Youth player CK Andy Craven was enough to beat London FA in the Home Counties Cup.

With the swirling wind in their favour during the first half, the Navy began brightly, and seemed to adapt quickly to the muddy conditions.

Mid-way through the first half, Andy Craven timed his run into the area perfectly to guide home

MEA Nathan Geddes's cross.

The Navy began to dominate proceedings, with Craven continuing to cause London problems.

MEM Turner slotted home the sailors' second on 30 minutes, after a good low cross from Geddes picked out the young forward unmarked in front of goal.

London began to press forward in numbers, but the sailors defended resolutely to minimise the threat. MEM Turner went close to adding to the Navy score, but the youngster, appearing in RN colours for the first time, saw his low drive saved by the keeper.

Just before the break Craven spotted the London keeper off his line and from 30 yards out sent an angled lob over his head to give his side a three-goal advantage.

The second half saw London push a third man forward and go on the attack.

Defender Mnc O'Brian was forced into making a number of vital interceptions and clearances to deny the Londoners.

The sailors struggled to add to their lead, but held on to claim their first Home Counties win in several years.

■ The RN fixture against Devon County was postponed due to bad weather.

Prospect of foreign tour for tennis players

COACHING sessions for men and women who would like to start playing tennis for the Royal Navy are to be held in the next few weeks in a bid to strengthen the squads for forthcoming competitions – and tours.

There will be sessions for men at the Ivybridge Centre for West Country players on January 13-14 and 27-28.

For those in the Portsmouth area, the venue will be under the dome at the tennis centre in Burnaby Road on February 17-18 and 24-25.

For more details, contact Clive Lambhead, RNLTA secretary, on 9380 24193.

Players who go on to represent the Royal Navy will have the chance to tour Australia in August this year.

For women players there will be an all-comers, any-standard open tournament in Portsmouth on February 16, and coaching sessions will also be held.

Further details are available from the RN Women's Sports Officer, Lt Vicky Ferguson, on 9380 23958.

The women are set to tour Singapore and Malaysia in August.



● First Sea Lord Admiral Sir Michael Boyce in action for Plymouth at the inter-Command squash championships.

Squash contest goes to the wire

ALL SIX Commands were represented at this year's inter-Command squash men's championships, making for a thrilling competition.

Portsmouth and the Royal Marines emerged as the likely favourites early in proceedings.

That was confirmed by the results – Portsmouth beat Naval Air Command 5-0, Plymouth 5-0, Scotland 5-0 and Fleet 4-1.

The Royal Marines almost matched them, with a 5-0 win over Plymouth and 4-1 victories over Fleet and Naval Air.

Fleet, with Navy captain Jason Youdale and Navy Under 25 player Simon Backhouse playing well, put up a spirited performance to finish third overall.

The entry on the second

day into the Plymouth team of First Sea Lord Admiral Sir Michael Boyce and Commodore Richard Pelly, President and Chairman of the RN Squash Rackets Association respectively) gave the team a boost, but they were too far behind to challenge for the title.

The final match was the showdown between Portsmouth and the Royals, and at 2-2 all eyes were on the match between RN veteran Jocky Stewart and Cpl Paul Bardon.

Stewart overcame his younger opponent to enable Portsmouth to retain the trophy.

Only two teams competed in the women's championships.

Honours went to a combined Fleet/Naval Air/Scotland/Outstations team, who beat Plymouth Command by 2-1.

Sport

Diving trip helps to chart old wrecks

NAVAL Air Command divers completed a successful expedition off the coast of Cornwall in a series of dives designed to help identify wrecks for the Hydrographic Department and to promote sport diving within the Fleet Air Arm.

Based near Hale, the divers were at the mercy of the weather, and with the wind blowing from the north-west during the week, there were several days when the seas were too lumpy to make it comfortable in the boats, and the dive site had to be switched from the north coast to the south.

Twelve wrecks were visited and dived on during the week, and reports were sent back to the Hydrographer of the Navy.

Many were sunk during the World Wars, while others had struck rocks during passage. Most had been salvaged at some time.

Ten divers carried out 87 dives, spending over 2,800 minutes under water, and among the wildlife spotted were basking sharks, conger eels, lobsters and crabs.

NAC Sub Aqua Club has organised expeditions at home, from the Orkneys to the Channel Islands, and abroad, and this year's programme is being drawn up.

This includes a week to the Red Sea in March on a live-aboard, and a possible job for the Fleet Air Arm Museum during the summer, searching for an old World War II Barracuda in the vicinity of HMS Jackdaw off the coast of Scotland.

Ascension Island and Gibraltar are other possibilities.

For more information, contact your local PT office.

Under 21s beaten by Air Force

THE NAVY Under 21 rugby side was beaten by the RAF in a contest at Burnaby Road.

On a wet but playable pitch, the teams cancelled each other out for much of the first half, and although the Navy won a converted penalty try while their opponents had a man in the sin-bin, the RAF equalised with a sweeping move just before the break.

A penalty to the RAF early in the second half put them ahead, and they piled on the pressure, gaining their reward with an unconverted try to lead 15-7.

The Navy were then pinned down in their own half with a series of good kicks, and it was the RAF who came closest to scoring again, with only full-back AEM Over stopping a move down the left wing in the final minute.

■ The Navy Cup final has been rescheduled for January 23 at Devonport Services.

Cumberland shine in 7s

THE NAVY was well represented in the Dubai International Rugby 7s competition, with HMS Cumberland distinguishing themselves on the field – not least with their bright orange strip – and former Lt Cdr Martyn Holloway, now working in the Gulf but still a member of the RNRU Referees Society, taking charge of 24 games.

Martyn had the task of refereeing a local semi-final in front of a 20,000 crowd immediately before the All Blacks v South Africa game. The All Blacks went on to win the final against Fiji.

Search on for rugby player's family

A ROYAL Navy admiral who is presumed to have drowned while on Arctic convoys has been remembered for his rugby prowess – but the search is now on for any surviving relatives.

Vice Admiral Norman Wodehouse was lost at sea in September 1941.

But what is not generally known is that he was well-regarded as an international

rugby player, winning 14 caps between 1910 and 1913.

He also captained England in their first Grand Slam victory of 1913.

The Museum of Rugby at Twickenham is building a "Wall of Fame", with each brick naming a rugby player who achieved acclaim for his country on the pitch.

Norman Wodehouse has been deemed to merit such an entry into the annals of

rugby history at Headquarters.

The museum would like to hear from a relative, or friend of a relative of Admiral Wodehouse, so that they can be invited to an opening ceremony and arrangements made accordingly.

The museum can be contacted at Twickenham Stadium, Rugby Road, Twickenham TW1 1DZ, telephone 020 8892 8877, fax 020 8892 2817, or by e-mail at museum@rfu.com

So close to glory ...

Extra-time goal sinks Navy XIII

drive, but the Eccles defence mopped up – yet still the home side sensed that the game was there for the taking.

Eccles put a drop-goal attempt wide, and twice were held up on the line, but in the dying minutes Navy

hooker Mark Donaldson scored to pull his side back to 10-8. Chatwin missed the conversion.

Amazingly, there was still time on the clock, and a 30-yard Navy penalty was converted by Chatwin to take the match into extra time.

Two Eccles dropped goals again looked to have sealed the tie, but Chatwin slotted over another late penalty to rack up the tension even further, tying the score at 12-12.

Into a third period of extra time, and with both sides tiring there were attacks and counter-attacks – but the visitors notched one more drop goal, and this time the Navy could not reply, sending the Eccles contingency into ecstasy as the game ended – but confirming that the Navy has arrived as a rugby league side.



● Cdr David Hosking at the 2000 World Supersprint championships at Eton.

Sprint tops a good year

NAVY rower Cdr David Hosking managed to upstage Olympic rowing legend Steve Redgrave at the World Supersprints championships.

Veteran rower David took the honour of being the oldest rower at the event on the purpose-built course at Eton – but still managed to pull his weight, as reported in December's *Navy News*.

Leading the Combined Services team, David, who works at MOD London, pulled them through into third place in the sprint relay, and then watched as the Great Britain Olympic squads won the International event.

Despite his veteran status – and in rowing a veteran can be anyone over the age of 32 – David has been at the heart of the RN men's squad for several years, and has recently taken to single sculling.

In the previous 12 months he has taken a number of honours, including the HM Forces Pennant at the Scullers Head, and the Henley Veterans' Regatta.

He also came 14th in the lightweight event at the GB National championships, and finished second in the FISA World Masters Regatta in Belgium.

The RN and RM Amateur Rowing Association holds regular training sessions for novices, while the experienced men and women's squads train on the Thames throughout the winter.

More details available on the website www.navy.rowing.org.uk

● Lt Cdr Jim Danks, secretary of RN football and cricket for 12 years, hands on the tools of his trade to his successors – Steve Vasey will be responsible for football duties, as well as athletics, and David Cooke takes over the mantle of cricket as well as squash.

Novices master skeleton bob run

NOVICES quickly became competitors at the Navy's annual skeleton bob training week and championship at Winterburg in Germany, writes Lt Paul McAulay.

With coaching by Lt Cdr Eric Coomber; the RN coach, Luxi Luxemburger; GB's team coach, and current women's world champion, Flt Lt Alex Coomber, there was every chance for novices to progress to representative status.

The skeleton is a one-man sled, driven headfirst down a bobsleigh course at speeds of up to 70 mph, using just movements of the head, shoulders, knees and feet to manoeuvre. It has no brakes.

The first couple of days were spent on basic techniques, using the bottom half of the 1.3km track, then the nerves were dispelled as the sliders tackled the full course.

There was a notable transformation as sliders began to concentrate on technique and improving run times, rather than hanging on for dear life.

By novices' race day there was a definite competitive edge, and Lt Paul McAulay took the Navy honours, less than a second ahead of Lt Keith Considine, with L/Cpl Martin Kavanagh third.

As a result, McAulay has been invited to attend an international training camp fund by the British team.

The week also served as a precursor for the British and Combined Services championships, held at the same venue this month.

Anyone interested in attending next year's novice week should contact Lt Cdr Coomber on 01935 456531, at the RN School of Fighter Control.

Alliance XI fights off Navy surge

A YOUTHFUL Navy XI were narrowly beaten in the annual football fixture against the Amateur Football Alliance.

With many players making their first senior appearance, the Navy side thought they had taken the lead on 15 minutes when a powerful header by OM Paul Tickle (HMS Dryad) appeared to have crossed the line, but the referee waved play on.

They fell behind after 26 minutes after their offside trap was sprung, but keeper OM Jamie McGall (Dryad) was in inspired form to keep the score down.

Having found their shape, the Navy went on the offensive at the start of the second half, but naive defending gave the Alliance a second goal.

Still the Navy surged forward, going close on several occasions, while CPO John Campbell (HMS Nelson) kept them in the game by stopping Alliance breaks.

Tickle scored with ten minutes left, but despite throwing men forward, the Navy could not break down the Alliance and claim an equaliser.

Hammer blow

HMS DRYAD beat JSU Northwood in a closely-fought Navy Cup hockey match at the Hampshire establishment.

OM Timmy Mallet scored the only goal of the match in the second half.





Andrew to keep Sea Cadet title

THE DUKE of York intends to continue as Admiral of the Sea Cadet Corps after he formally leaves the Royal Navy in July.

A Buckingham Palace spokesman told *Navy News* that Prince Andrew will maintain his close links with the Navy as part of the wider range of Royal duties he will perform in support of the Queen.

"He will continue to make visits to ships and other Naval units at home and abroad," said the spokesman.

Cdr the Duke of York completes his current appointment in the Diplomatic Section of the Naval Staff at Easter after 22 years as a Royal Navy officer, including service as a helicopter pilot in the Falklands War.

In April Prince Andrew will succeed the Duke of Kent as

Vice Chairman of British Trade International.

He said: "There comes a time when all good things have to come to an end. I have greatly enjoyed my service in the Navy and am sad at the prospect of leaving."

"However, the invitation to participate in the work of British Trade International is an opportunity and challenge that I could not refuse."

Law change with Armed Forces Bill

MEASURES which will bring military law into line with civilian law are proposed in the five-yearly Armed Forces Bill published on December 15.

Among the changes proposed are the bringing of Service police powers of search and investigation more into line with those of the Police and Criminal Evidence Act, and the introduction of powers to allow testing for alcohol or drugs after accidents in a Service environment.

Also proposed are the applying of relevant changes in civilian criminal justice to Service procedures, making warrant officer eligible to sit on courts martial, and an increase in the ability of Ministry of Defence police to help other police forces.

Life for man who killed commando

A 25-YEAR-OLD man who pleaded guilty to the manslaughter of Royal Marines Cpl Kevin Weaver has been sentenced to life imprisonment at Exeter Crown Court.

Cpl Weaver (36) of 42 Commando based at Bickleigh Barracks, died in hospital a week after being injured in a street fight in Plymouth city centre on March 2. He left a wife, Dawn, and baby daughter, Olivia.

Francis Fletcher denied the charge of murder but admitted manslaughter.

In sentencing Fletcher, Judge William Taylor said he would have to serve a minimum of five years before being considered for parole and would have to convince the authorities that he was no longer a danger to society.

Three other men admitted violent disorder and were sentenced to three years each. They were Dean Pope (23), Steven Gunningham (19) and Karl Rapson (20).

UK's amphibious forces to widen European links

BRITAIN'S amphibious forces are to work more closely with their counterparts in France, Italy and Spain.

The new initiative was announced by Defence Secretary Geoff Hoon at a NATO meeting in Brussels on December 5.

Britain already has close relationships in amphibious warfare with other European nations – particularly the Dutch, the joint UK and Netherlands Amphibious Force having been in existence for 27 years.

Mr Hoon said: "This initiative will enhance that co-operation and improve our contribution to both NATO and Europe."

"By working together better in peacetime – through closer liaison and combined training and exercising – our amphibious forces will operate more effectively in actual operations."

At present, although Europe's amphibious forces often operate together, procedures can differ. The new initiative is expected to allow more rapid and effective deployment of amphibious forces for NATO or European-led operations.

Britain's amphibious forces include 3 Commando Brigade Royal Marines, the assault ship HMS Fearless, the helicopter carrier HMS Ocean, the landing ships of the Royal Fleet Auxiliary, air defence units, artillery and logistic support units.

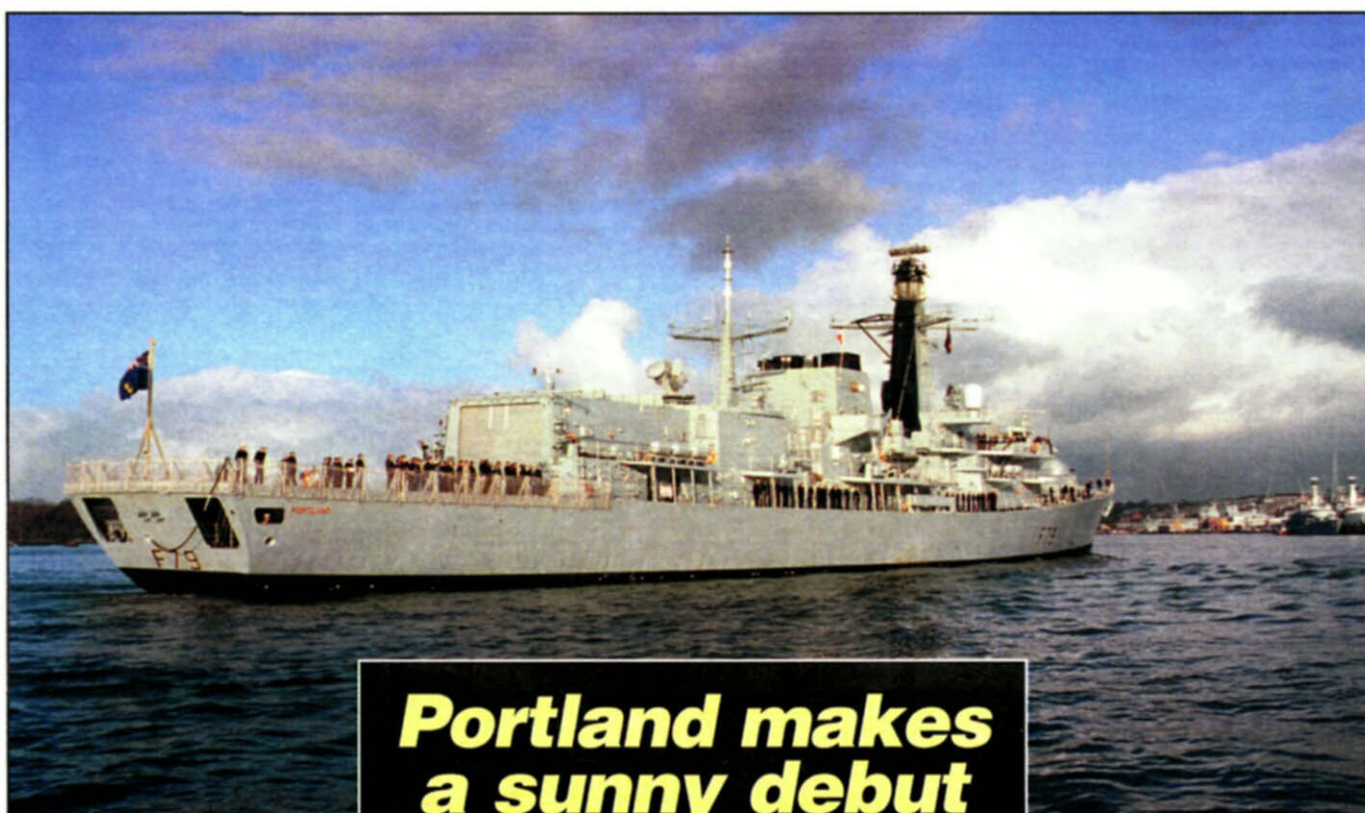
Participating nations have agreed that compatibility with the US Navy and Marine Corps continues to be fundamental, greater inter-operability in Europe making that link easier to maintain.

Meanwhile, the Chief of the Defence Staff, General Sir Charles Guthrie, has said plans for Europe's Joint Rapid Reaction Force should not supersede NATO. He said US Defence Secretary Bill Cohen was quite right to sound "a warning bell" about the new force.

Mr Cohen had warned the European allies not to create rival structures that could undermine NATO. "That is exactly what our view is," said General Guthrie.

While backing the project he said: "What I am not in favour of is it (the Joint Force) being a separate organisation, a separate planning organisation with different policies from NATO. I want transparency between the two."

In an interview with Reuters the General said he did not believe Britain's commitment to the new force – 12,500 troops, 18 Naval



Portland makes a sunny debut

THE NAVY'S newest frigate, HMS Portland, enters her Devonport base for the first time to be handed over by her builders, BAe Systems.

The Type 23 warship arrived from the Clyde with just 3,000 miles on the clock. Among the guests on board was the Mayor of Portland, Cllr Les Aimes, the ship being affiliated to the Borough of Weymouth and Portland, and to Portland Town Council.

The ship also has links with the Irish Guards, the Worslipful Company of Scriveners and the Royal Wessex Yeomanry. She has adopted the Sea Cadet units TS Portland and TS Swiftsure (Farnham and Aldershot unit) and Bournemouth School Combined Cadet Force.

HMS Portland was launched in 1999 by Lady Brigstocke, wife of the then Second Sea Lord, Admiral Sir John Brigstocke. The ship is the ninth to bear the name and the fifteenth and penultimate Type 23 to enter service.

Last of the class, HMS St Albans, is due to be commissioned next year.

Picture LA(PHOT) Dave Walker

ships and 72 aircraft – would overstretch his resources.

■ The JRRF is to get an advanced communications network which will enable more effective control over Royal Navy, Army and RAF units anywhere in the world, announced Geoff Hoon.

The Cormorant system will be transportable by air, allowing secure communications to be quickly established between units in the field and to the UK from a foreign trouble spot.

Nortel Networks GPS(D) of Newport, South Wales, has been chosen as preferred bidder for the £100 million contract. Deliveries of the new system are due to start in a year's time.

Shetland saves life of injured fisherman

THE LIFE of a trawlerman who had severed an artery in a fall on board a fishing vessel was probably saved by HMS Shetland's swift action.

The fishery protection vessel was on patrol off the Sussex coast on December 11 when she received a call for medical help from a large, Hull-based fishing vessel, the Atlantic Prince.

Her chief engineer had severed an artery in his arm in falling from a ladder. The Shetland was quickly on the scene and a boarding party led by the ship's CO, Lt Cdr David Reindorp, was sent to the trawler.

The first-aid team was made up of the Shetland's cox'n, RPO Dave Farrington, and CH Taff Summers. Also present was an officer from the Ministry of Agriculture, Fisheries and Food, Rod

Henderson. The team quickly stabilised the injured man but realised that he would need hospital treatment.

Shetland contacted the Coastguard who scrambled a Sea King rescue helicopter to airlift the casualty ashore.

■ Before the ship's current deployment, the Mayor of Winchester spent a day at sea in HMS Shetland during her preparation for operational sea training.

Cllr Georgie Busher was accompanied by her escort, Tom Busher, and two personal guests who won the trip at a charity auction at the Mayor's Ball.

The party witnessed a 'blind' pilotage exercise with simulated visibility in the Solent of less than 50yds, a man overboard exercise and firefighting practice.

Family man dies in crash

AN OFFICER on his way to see his daughter presented with ten GCSE certificates was killed when his motorcycle collided with a car in Yelverton, Devon.

Lt Cdr Mark Middlebrook (42) was on his way home from duty as a training officer at HMS Raleigh, the Navy's new entry establishment at Torpoint. He leaves a wife, Elizabeth, and three children.

Officer cleared of wife murder

A ROYAL Navy officer has been cleared of murdering his wife by battering her with a rolling pin.

A jury at Winchester Crown Court found S/Lt David Crawley not guilty after he gave evidence that he was in the shower when his wife Jayne (38) was fatally bludgeoned by an unknown intruder in their home at Denmead, Hampshire.

New sub rescue craft planned

A PROJECT to replace Britain's submarine rescue vessel has got under way with the award of a contract for the first phase of the scheme to W. S. Atkins of Bristol.

The nine-month project definition contract, worth £700,000, will identify and assess the technology needed for the system which will cost £120 million over 25 years.

The future NATO Submarine Rescue System (NSRS) will replace the LR5 submersible and is due in service from 2005. It will

provide a rescue capability for three nations apart from Britain – France, Norway and Turkey who will also take part in the project.

The new vessel will represent a major advance on anything in service in the world today. It will be capable of operating from a wide range of commercial and military motherships and will be compatible with almost all NATO and many other submarines. It will also be capable of being deployed by air, worldwide at short notice.

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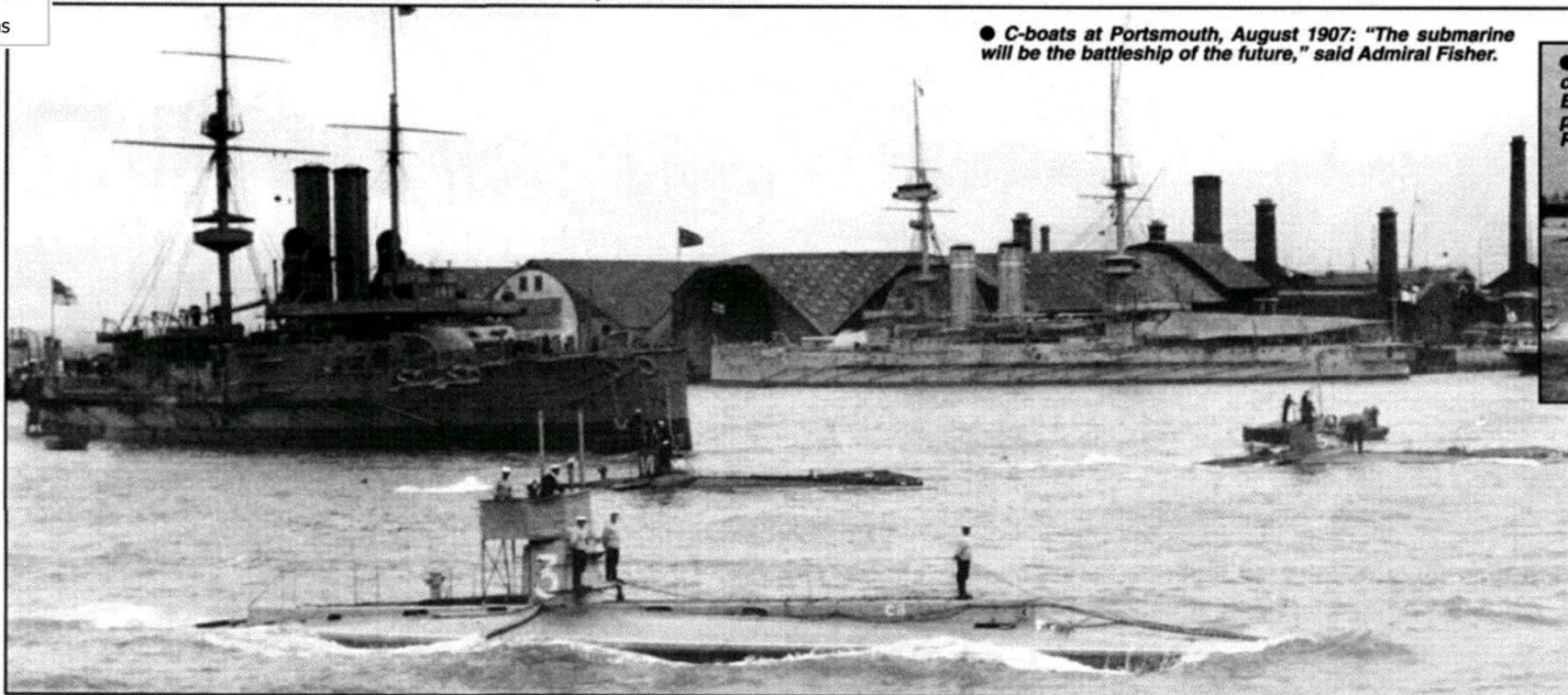


CENTURY OF THE SILENT SERVICE

Royal Navy submarines 1901-2001



● C-boats at Portsmouth, August 1907: "The submarine will be the battleship of the future," said Admiral Fisher.



● No. 1 ("just one yard shorter than cricket pitch", according to the Edwardian press) with elbow-joint periscope raised and braced, Portsmouth, probably mid-1903.



No Occupation

By RICH

SUBMARINE Boat No.1 – Holland 1 – was conceived, and subsequently brought into the world at launch on October 2, 1901, in strict privacy; but modesty was not the reason for avoiding public gaze.

Britannia, still ruling the seas in the 19th century, was slow to take the plunge because the Admiralty elected to watch, disparage and discourage the submarine development of other nations.

Big guns were inaccurate and ineffective against heavily armoured capital ships, but if some foreigner produced a submersible torpedo craft that hit, unseen, below the belt – the armoured belt – Great Britain's magnificent fleets could be gravely endangered.

By the 1890s it looked as though France was developing workable sous-marins to challenge the superior Royal Navy and threaten Britain's seaborne trade.

Germany was not yet interested in U-boats – her aim was to surpass Britain's battle-fleet on the surface – but, further afield, the Irish-American John Philip Holland was building a realistic submarine for the US Navy. She was duly named USS Holland (SS-1), and commissioned on October 12, 1900.

It was time for Britain to acquire submersibles and find out just how much of a menace they might be.

No home-grown design was available, and it was unthinkable to approach French naval architects, but Naval Lords were glad to talk – very quietly – to a representative from the American Electric Boat Company, which incorporated J.P. Holland's own small business.

Careful spin and timing would be needed when announcing the political U-turn.

A secret contract was signed between Electric Boat, the Admiralty and Vickers (Barrow-in-Furness) on December 18, 1900. Work proceeded forthwith, and the

first three of five Holland boats were laid down on February 4, 1901.

However, Parliament was not informed until March, when the Parliamentary Secretary to the Admiralty, H.O. Arnold-Forster MP, told the House "it was wise not to be found unprepared" with regard to "these boats ... which I confess I desire shall never prosper".

Cdr Young MP testily remarked that, if submarines were built, "all I would ask is that I might not be asked to serve in one".

What, then, were people to think when the inelegant, hump-backed little craft arrived at Portsmouth to splash happily around in the Solent?

The petrol-driven Hollands were initially consigned to Fareham Creek along with powder vessels, quarantine hulks and other undesirable.

On the way out to sea for exercises they clattered past lines of battleships and cruisers, from whose sparkling decks immaculate officers looked down on them with disdain.

Submarining was condemned as no occupation for a gentleman and dubbed 'the Trade' in an era when commercial dealings were anathema to the governing classes.

Fledgling submariners therefore withdrew into their steel shells and formed something like a private navy, with the result that few admirals properly understood submarine capabilities, strengths or weaknesses for decades to come.

Nonetheless, Admiral 'Radical Jack' Fisher strenuously promoted the new naval arm – even though his very own Dreadnoughts were now threatened by it.

In 1904 he predicted the "vast impending revolution" that submarines would bring about.

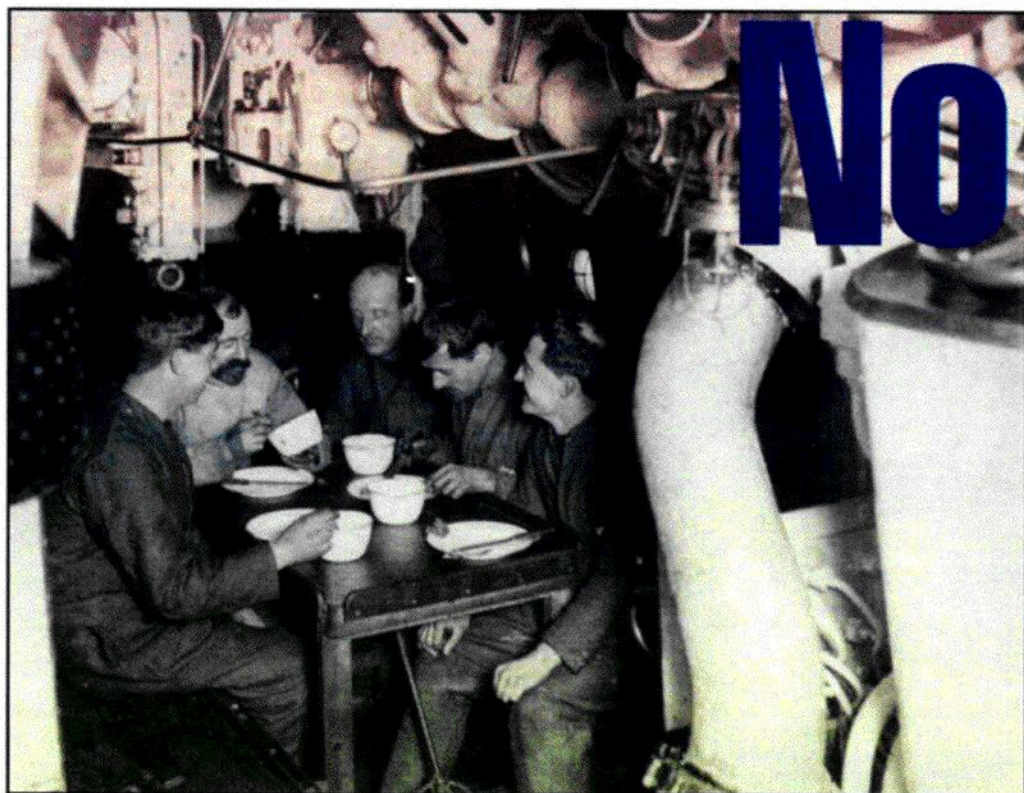
Meanwhile, seaman officers in the Trade necessarily acquired engineering skills, exemplifying Fisher's determination to kick an outdated but complacent Navy into the technological 20th century.

In 1904-05 submariners adopted Fort Blockhouse, at the entrance to Portsmouth Harbour, formerly the home of Mining Engineers, as a 'Submarine Depot'.

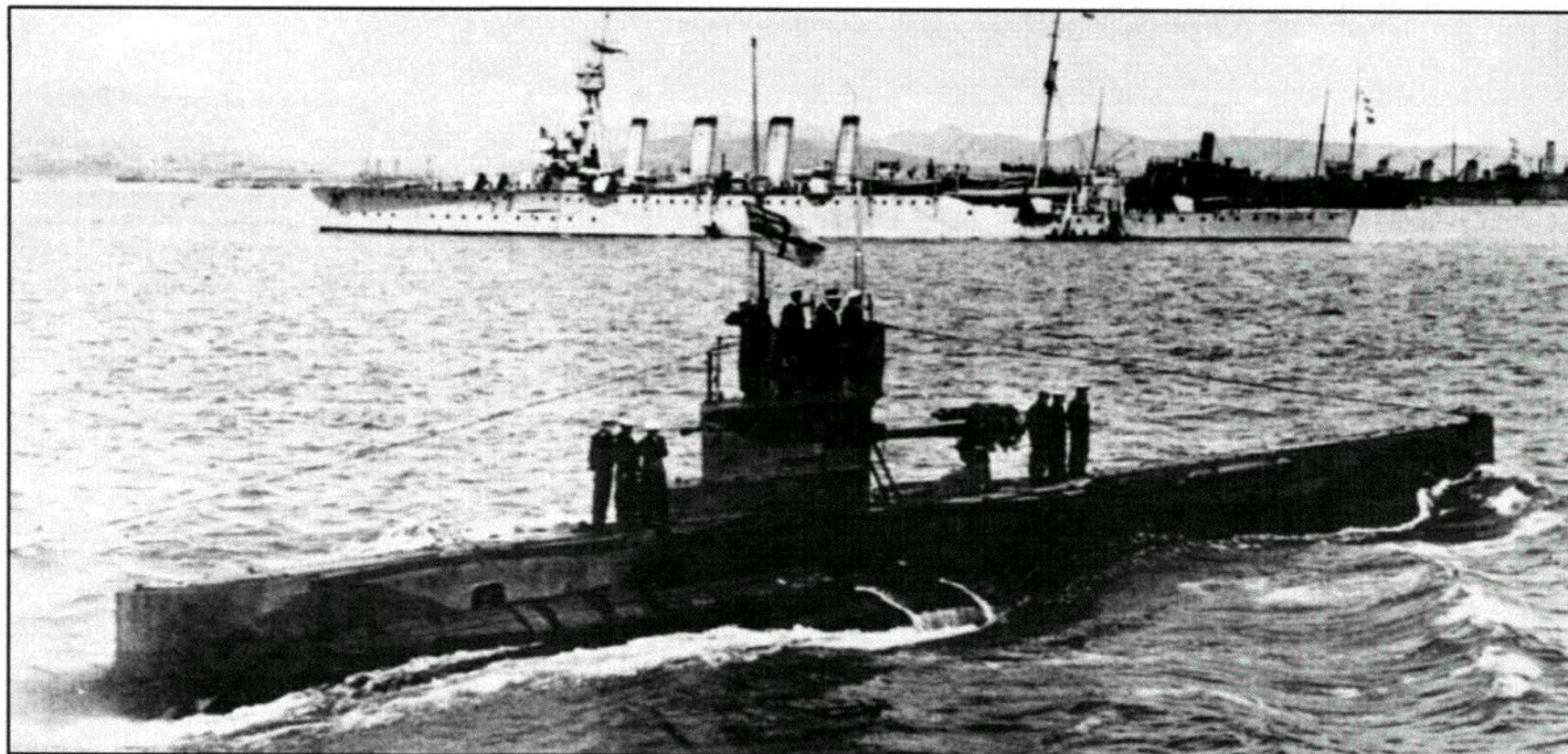
The takeover signalled that the Navy was relieving the Army of responsibility for coastal protection against invasion, with 'locomotive torpedoes' instead of Royal Engineers' remotely-detonated mines.

It followed, as crafty Fisher intended, that when a financially embarrassed Government imposed defence cuts they fell more heavily on soldiers than on sailors.

But why did submariners accept hazardous, possibly unhealthy and certainly uncomfortable duty?



● Teatime on patrol in E34 – chiefs and petty officers enjoy a break in the confined spaces of their boat. E34 was one of the second group of E-boats, launched by Thornycroft in January 1917, and was configured as a minelayer, carrying 20 mines in ten vertical chutes housed in the boat's saddle tanks in place of beam torpedo tubes. Minelaying E-boats tended to operate in home waters, with just one of the type – E46 – venturing further afield to lay minefields in the Adriatic, although the depth of water in the area is believed to have rendered her mines ineffective. E34 was lost, probably to a mine, in the North Sea around July 20, 1918 – the last of her class to be sunk during the First World War.



FRONT COVER: No.1, under the command of Lt A. Quicke (left of picture), on her way out to the Solent with the first submarine Diving Coxswain, PO William R. Waller, at the wheel, circa 1904. S/Lt Adrian Keyes is on the right, and behind him are AB Wallace (with pipe) and AB Banham.

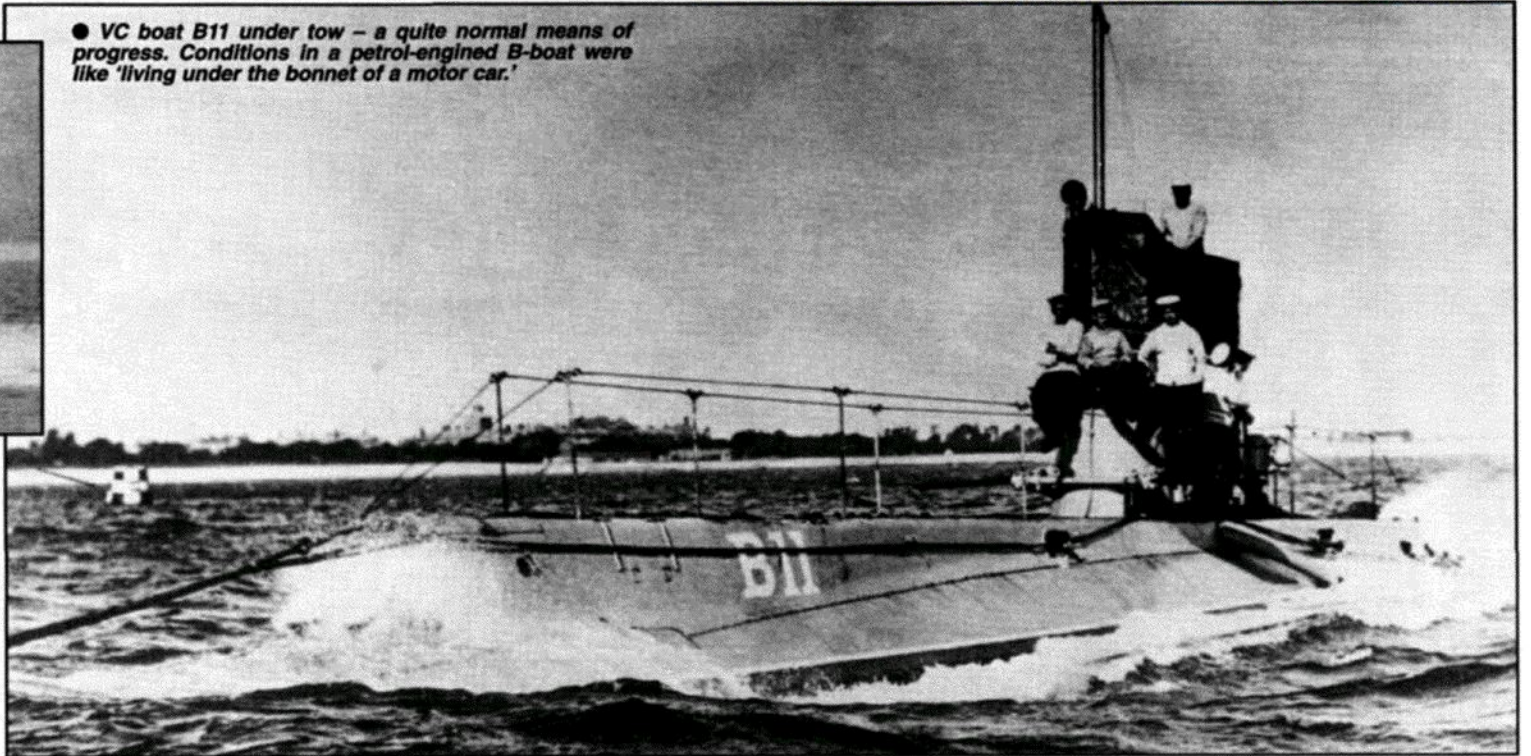
● E11 (Lt Cdr Martin Nasmith) was fitted with a very useful heavy gun for a Marmara patrol in the latter part of 1915. The submarine completed three successful Marmara patrols, and the addition of a gun made her a more effective unit, as it enabled the submarine to engage targets ashore, and to fire upon smaller vessels which did not merit the use of a precious torpedo.



● Lt E.W. Leir justifies the criticism that being a submariner was no occupation for a gentleman (left, on the bridge of C13) – but the same officer proves he could be a gentleman when required (right).



● VC boat B11 under tow – a quite normal means of progress. Conditions in a petrol-engined B-boat were like 'living under the bonnet of a motor car.'



on for a Gentleman?

HARD COMPTON-HALL

The answer was money. In submarines, a young lieutenant was paid 16s a day (say £30 now) instead of 10s, and a lieutenant in command got another 3s 9d. An able seaman received 3s 7d instead of 1s 7d.

It was enough to make marriage – or a motorbike – feasible, while those not so inclined could more easily afford to relax in other ways: by 1908 only one in 14 submariners was earning a penny a day for giving up grog compared with the navy's average of one in six.

However, pay did not account for famously high morale amongst crews: that was mainly due to mutual reliance, and hence comradeship, while facing an implacable enemy only half-an-inch away in peace or war – the sea itself.

Every man was perforce professional – sink or swim: formal discipline was redundant.

Lessons, in the early days, were learned the hard way. Petrol fumes in a confined space were explosive and intoxicating; sanitation mostly depended on buckets; internal ballast tanks admitted sea pressure to flat surfaces inside a boat; crushing depth was too close for comfort; rudimentary periscopes were frequently fogged and, depending on relative bearing, an image rotated from right way up to upside down.

Electrical circuits were plagued by damp or swamped with water; compasses deviated wildly, and navigation was "by guess or by God"; watch-and-watch was the norm; and practically all hands slept on bare decks in the headless 206 to 320-ton A, B and C boats that followed the 122-ton Hollands (which at least had a hand-pumped WC).

None too soon, from 1910, the flotilla was joined by diesel-driven D-boats, with safe and economical oil fuel, external ballast tanks and

more internal space, and in 1913 came the first of 56 versatile 800-ton E-boats.

With a 1,500-mile operational radius at ten knots, these 'oversea' submarines were able to deploy offensively; on dived patrol they could make eight knots for one hour or transit covertly for 65 miles at five knots.

Two bow, two beam and one stern tube for ten 18-inch torpedoes embarked, or in some cases 20 mines in saddle-tank chutes instead of 'beamers', gave the E a hefty punch, and some acquired a 12-pdr gun.

Torpedoes were aimed by eye, usually from 500-1,000 yards, and there were no attack instruments until 1918; of 617 tinfish fired in war 101 (16 per cent) struck home.

When war was declared in 1914 the Trade was not yet in its teens, but boyish enthusiasm made everyone "very keen for a scrap".

An exciting patrol was "a jolly good stunt" and, before sailing, a ship's company was "on the grin".

But ripping yarns of undersea adventure failed to describe stinking bilges and hideous, overflowing buckets of garbage or worse.

In the North Sea there were few targets, and it was brutally hard physical work to keep a boat going in foul weather.

Canvas screens around bridges – inadequate at the best of times – tore away; rivets started and had to be plugged; compasses toppled.

Officers and men alike were perpetually cold, wet, filthy, tired and frustrated.

Wanting results, First Lord Winston Churchill suggested sneaking boats into the Baltic where targets ought to be plentiful.

In October 1914 E1 (Lt Cdr Noel Lawrence) and E9 (Lt Cdr Max Horton DSO, who had made the only worthwhile attack so far by sinking the cruiser Hela) slipped through

the Kattegat and berthed – uninvited – in the Russian port of Libau.

Subsequent successes were such that German naval units supporting the army withdrew from the Baltic (becoming known as Horton's Sea) and a planned advance against Riga was delayed until October 1917.

Four more E-boats followed, although E13 (Geoffrey Layton) ran aground and the crew was interned in Copenhagen.

Thanks to the continuing eagerness of Churchill and Roger Keyes, head of the submarine service, another daring undertaking, in support of the ill-fated Dardanelles campaign, was instigated.

Submarines were directed to penetrate the slim, 27-mile, heavily-guarded and thickly-mined Dardanelles channel to launch an offensive against Turkish supply lines in the Sea of Marmara.

Lt Norman Holbrook, in the tiny coastal B11, led the way, against all odds, by reconnoitring the Straits up to the Narrows – the ancient Hellespont – and sinking the Turkish battleship Messoudieh as a bonus.

Holbrook thereby won the Trade's first Victoria Cross, while the ship's company shared £3,500 prize bounty: Holbrook himself took £601 10s 2d (say £22,500 today), and each able seaman received £120 6s 1d (£4,500).

When HM ships Triumph and Majestic were sunk by U-21 (Otto Hersing) south of the Gallipoli peninsula in May 1915, all hope of allied capital ships forcing the Dardanelles was abandoned; submarines alone were left to attempt the appallingly dangerous passage.

The Australian AE2, commanded by Irishman Henry Stoker, was the first to reach the Marmara; but, alas, somebody opened a tank-valve when it should have been shut.

The boat lost control and had to be scuttled.

Indeed, before the peninsula was evacuated in December 1916, four British and three French submarines were lost, but seven Turkish warships, nine transports, 30 steamers, seven supply vessels and 188 smaller craft were destroyed by submarines, besides the damage done by submarine gunnery to infrastructure ashore.

The lion's share of this destruction went to E11 (Lt Cdr Martin Nasmith) who, from May 1915,

wreaked havoc during three Marmara patrols – one lasting a record-breaking two months. E11's total bag was 122 vessels, albeit mostly small.

The crew enjoyed their 96 days in hostile waters, and the diary of Signalman George Plowman indicates a remarkable lack of tension:

"24 May ... glorious start by sinking a gunboat, that being our first ship."

"26 May ... very exciting; at daylight we dived at the entrance of

the harbour at Constantinople [and went inside the Turkish port – with only the hands on watch closed up].

"7 June ... Lt Hughes spots a mine hanging on to us so calls Captain and Navvie up to have a look. They keep it quiet until we are about to rise when I am sent to get some flags out of the tower. I see the mine and go to inform the Captain who laughs and tells me to get a hammer ..."

■ Turn to next page.



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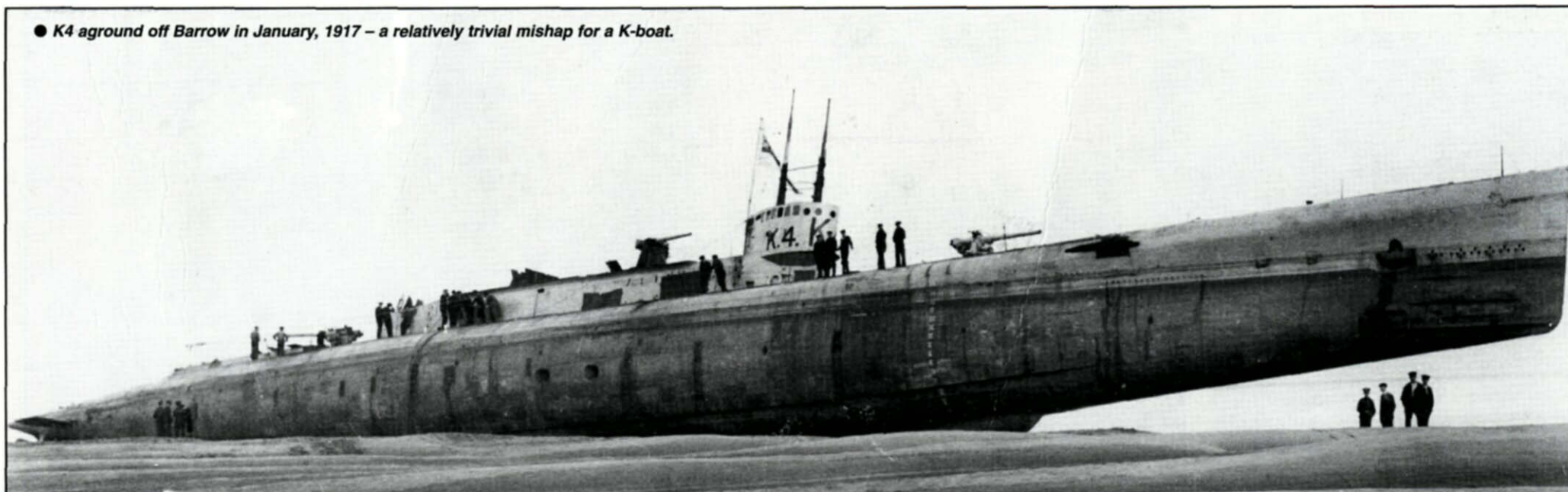
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● E18 (Lt Cdr Robert Halahan) suffering icing during the Baltic winter of 1915-16. She was lost, possibly mined, in May 1916, shortly after damaging the German destroyer V-100.

● K4 aground off Barrow in January, 1917 – a relatively trivial mishap for a K-boat.



No Occupation for a Gentleman?

■ Continued from previous page.

"4 December ... third wash indulged in."

Nasmith was given the highest award. Five VCs were won by submariners 1914-18, all but one in the Dardanelles, where submarines upheld the honour of the Royal Navy during an otherwise somewhat inglorious naval episode.

Unfortunately, despite abundant proof that submarines were best employed where surface vessels could not venture, admirals pressed for them to work with the Grand Fleet at speeds up to 24 knots.

This demanded a steam plant – hence the catastrophic twin-funnelled K-class.

Seventeen K-boats were completed during the war: eight suffered disasters, and there were 16 major accidents together with an uncounted number of lesser mishaps.

After the war, First Lord Sir Eric Geddes blamed the crews: "It looks

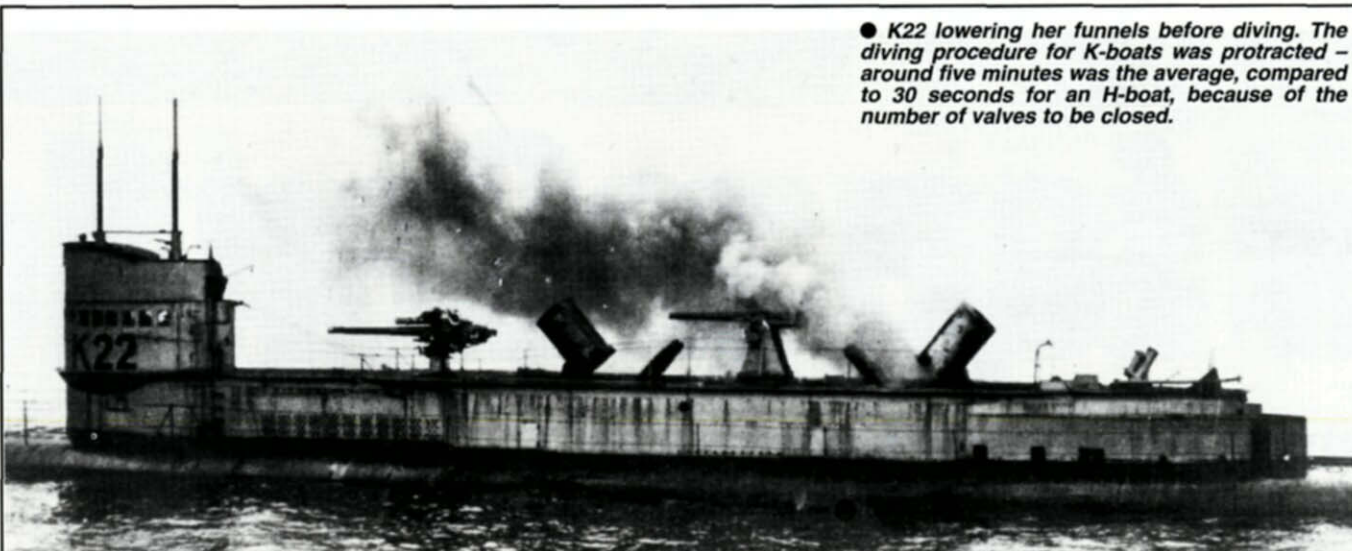
as though there was something wrong with the standard of efficiency."

Submariners thought otherwise: one remarked, correctly, that "K-boats came to grief because they had the speed of a destroyer, but the turning circle of a battle-cruiser and the bridge-control facilities of a picket-boat."

Whatever tasks submariners were allotted they made best use of tools at their disposal, but one thing is clear from the Trade's wartime experience – men and morale were more important than machinery and matériel. Which, all things considered, was just as well.

■ Richard Compton-Hall is one of the foremost authors and authorities on submarine history. A former submarine commander in the Royal Navy, he was also Director of the RN Submarine Museum in Gosport from 1975 to 1994.

● K22 lowering her funnels before diving. The diving procedure for K-boats was protracted – around five minutes was the average, compared to 30 seconds for an H-boat, because of the number of valves to be closed.



This is the first of four supplements this year which build into a history of the Submarine Service. Part 2 will appear in our May edition – with a cutaway of an historic submarine. Part 3 will appear in September, and Part 4 in November.

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